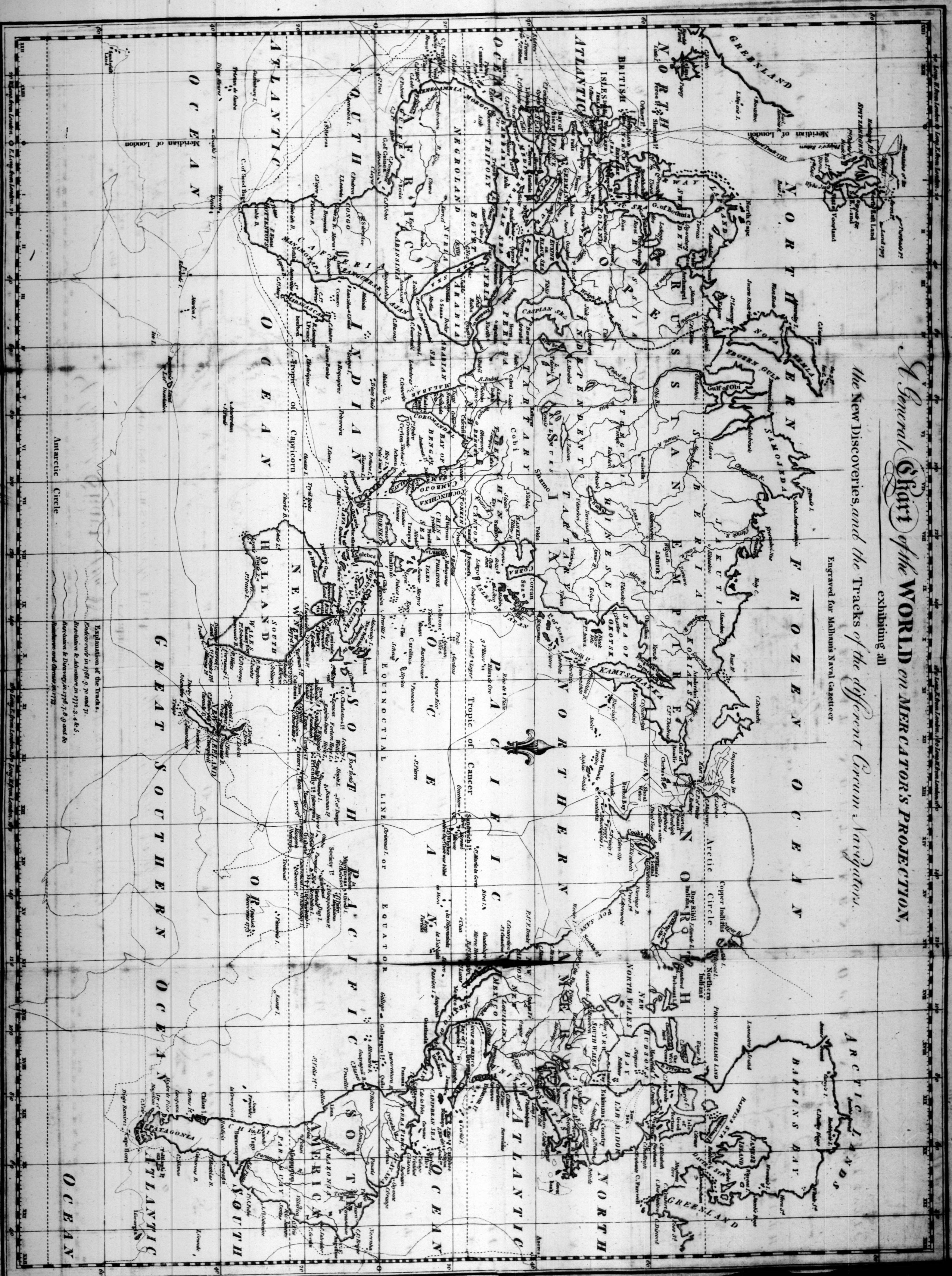


A General Chart of the WORLD on MERCATOR'S PROJECTION,
exhibiting all
the New Discoveries, and the Tracks of the different Circum-Voyagers.

Engraved for Mathias Naval Gazetteer.



Explanation of the Tracks.
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London to America in 1773, 3, 4 & 5.
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THE
NAVAL GAZETTEER;
OR,
SEAMAN'S COMPLETE GUIDE.

CONTAINING
A FULL AND ACCURATE ACCOUNT,
ALPHABETICALLY ARRANGED,

OF THE SEVERAL
COASTS
OF ALL THE
COUNTRIES and ISLANDS in the KNOWN WORLD:

SHewing THEIR
LATITUDE, LONGITUDE, SOUNDINGS, and STATIONS for ANCHORAGE,

With a particular Description of the several

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CAPIES,	GULFS,	RACES,	SHOALS,
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COVES,	HAVENS,	ROADS,	STRAITS,
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VARIATION OF THE COMPASS, &c. &c.

TOGETHER WITH

A particular Relation of the Shape and Appearance at Sea of the several HEADLANDS, ISTHMUSES, PENINSULAS, POINTS, PROMONTORIES, and whatever is of Use or Importance to the MASTER, PILOT, COMMANDER, or SEAMAN of any Ship or Vessel, in navigating the watry Element.

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Ample Directions for sailing into or out of the different PORTS, STRAITS, and HARBOURS of the four Quarters of the World, and for avoiding Dangers on the various and extended Coasts; in which more than Twelve Thousand distinct Names of Places, &c. are treated of and explained.

By the Rev. JOHN MALHAM,

AUTHOR OF NAVIGATION MADE EASY AND FAMILIAR, AND OTHER WORKS
ON NAVAL AFFAIRS.

ILLUSTRATED WITH

A CORRECT SET OF CHARTS,

From the latest and best SURVEYS.

IN TWO VOLUMES.

VOL. I.

LONDON:

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1795.

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TO
THE RIGHT HONOURABLE
THE
LORDS COMMISSIONERS
OF THE
ADMIRALTY.

MY LORDS,

HAVING, for a great length of time, attentively considered the various INCONVENIENCES to which NAVIGATION has been exposed, from the want of a full and perspicuous arrangement of its different facts and circumstances, I have at last ventured to attempt their removal by a careful classification and accurate description of whatever may be interesting either to the experienced *Navigator* or less informed Seaman. How far or how completely I may have succeeded in the
execution

execution of this very extensive and arduous undertaking, I must leave to the candid decision of your Lordships, who, I am well persuaded, are too warmly interested in whatever has a tendency to promote the *safety* of the NAVY, the *advantage* of COMMERCE, or the *improvement* of SEAMEN, not to receive it with that degree of regard and attention which its general utility and importance may deserve.

I have the honour to be,

My LORDS,

Your Lordships

Most obedient Servant,

JOHN MALHAM.

P R E F A C E.

ON the utility and advantage of such a work as the present, there can scarcely be a varying opinion. The scientific and well informed have long been convinced of the want of such a treatise, and the practical Navigator has been suffered to deplore and lament that no such aid has been provided for his use. While dictionaries of every description, both on general principles and particular branches of the Arts and Sciences, have been so fully attended to, it may excite admiration and surprise, that such a work as the present should not have been attempted by any writer on Naval Affairs.

THE reduction and arrangement of the various information and instruction which is necessary to the practical Navigator, into the ready and convenient form of a Dictionary or Gazetteer, is unquestionably a task highly useful and interesting, both to Commanders of Ships and Seamen in almost every situation: It must also prove extensively advantageous and beneficial to Navigation itself, as tending to render it more safe and expeditious.

To the Mariner, who has been left to procure a scanty information from sources widely diffused and obtained with difficulty, it must be particularly advantageous and important. By affording accurate descriptions and faithful representations of Coasts, Harbours, Ports, and Bays, it may become a practical Guide in cases of Danger, and give READY Assistance in situations of Difficulty and Distress. For to have recourse, on every occasion, to Charts, Coastling Pilots, &c. is not only extremely troublesome and inconvenient, from the general unaccommodating size of such performances, but also attended with considerable Expence.

BUT while the Work is calculated to afford useful and necessary information to the uninstructed Seaman; it is not less important to the experienced Navigator, the Merchant, and those engaged in the EDUCATION of YOUTH, as a Book of Reference; in which, at once, may be found whatever is wanted with respect to NAVAL GEOGRAPHY.

WRITERS have probably been deterred from this undertaking by the very formidable prospect which such a subject must have presented to the imagination, after fully considering the various classes of materials
from

from which it must necessarily be drawn. Gazetteers and dictionaries have been improving by slow degrees through several centuries, and the compilers and editors of them have found it a much easier task to add to the stock of knowledge which they contained, than to prepare the original materials. But these were comparatively publications of far less difficulty and labour, and which needed very few of those exertions that such a work as the present unavoidably requires. The state of the earlier productions of that kind must convince every one, that they were much less extensive in their objects than at present, and comprehended but a very inconsiderable quantity of materials, and were confined to a much smaller number of articles. Almost every new edition of these works is a proof of this remark, in announcing the numerous additions that have been made to the preceding.

HOWEVER that imperfection might be tolerated in geography and the sciences in their progressive state of improvement, that branch of the subject which we have undertaken, though extremely arduous, will scarcely admit of those allowances. The science of Navigation has made so rapid a progress, and the practice has been conducted on so very large a scale, that a work of this nature cannot be introduced with any idea of being filled up or improved hereafter; it must be copious, accurate, and comprehensive at its first appearance.

THE Author, in stating his opinion of the causes which have operated to prevent the production of such a work as the present, does not thereby mean to assert, that he has so fully executed his plan, as not to stand in need of improvement. It would be almost impossible, with the utmost labour and assiduity, for any individual to produce a work on so extensive a plan, and of so difficult a nature, in every respect accurate and correct. To have attempted the very arduous task, may be a demonstration that the Author is not of a disposition to shrink from difficulties, or to be intimidated by long and persevering labour; but he is far from arrogating to himself the praise to which reason will not entitle him, and a just and proper sense of his patient industry and unremitted diligence establish and confirm. It would however be impossible, though he has not spared any pains, or omitted any means in his power, to render this comprehensive subject as extensively useful and as rigidly correct, as such a work can be expected to be, but that he himself should discover some faults and imperfections. In a work so entirely new, and so beset with difficulties, it may be sufficient for an individual to have been enabled to accomplish it, with a tolerable degree of accuracy and correctness.

HAVING said thus much of the difficulty of the work, it may be proper to make some general observations, on the nature and manner of its execution. And it is here to be remarked that we have, in all our progress, considered in a peculiar manner the advantage and interest of the BRITISH SEAMAN; this is more necessary to be observed, because it may sometimes happen, that in the description of ports or places on
the

the English coast, the accounts may be less circumstantial and minute than for those of foreign countries which are less known. We are apt to overlook the minuter parts of the description or history of things with which we are familiarly acquainted; which omissions, in the eye of criticism, may be deemed defects. Such omissions, however, the Author has reason to think, from the great care and attention which have been paid in arranging and compiling the work, will seldom occur.

THE state of Navigation, notwithstanding the great additions made to the general stock of knowledge within our own times, is not, however, arrived at its full state of perfection. It would indeed be extraordinary if it had, before any thing like a digest of its component parts had been made. But it has certainly acquired a comparative degree, and that in an extended scale, of such perfection; and the surprise, as we have observed, is great, that it should have attained to such a high state of excellence, before it had received this manifest advantage.

AMONG other suggestions which may, perhaps, be made for the improvement of this art, that of the VARIATION of the COMPASS is not of small importance. We think it would greatly conduce to the benefit of the practical Navigator, if it could be given as an instruction to every ship clearing out of any Port, to make every possible observation of the state of such Variation, as well in different situations of the main Ocean, as on the various Coasts of the known world; and that the result of their observations should be communicated to the Board of Admiralty, or the Board of Customs, and proper measures taken to render the information founded on those observations as public as possible, by exhibiting them at every Custom-House throughout the dominions of Great Britain. If this method was likewise pursued in other mercantile Countries, much information might be acquired in a short time to add to the stock of knowledge already obtained on the subject.

NEITHER should those observations be confined to the VARIATION of the COMPASS only, though that is a very material point of consideration to the Seaman. The instructions might have reference also to some other subjects, which are not yet so fully ascertained as not to need farther elucidation, either in argument or fact; and which can alone be effected by careful and attentive observations, repeatedly made. We will not presume to point out the particulars to which such instructions might be directed, beyond the subject which has been mentioned for the sake of an example; if such a measure should ever be seriously taken up, sufficient intimations of necessary improvements would soon occur to the practical Seaman, who need not, in that case, confine himself barely to the instructions he should receive.

To illustrate this subject, particularly as it relates to the VARIATION of the COMPASS, we have hinted under the Article of *Port* *DESIRE*,

DESIRE, on the Coast of Patagonia in South America, that it was only 17 deg. 10 min. E. as observed by Sir John Narborough in 1670. By an observation of Capt. Cook, about 100 years afterwards, it was found to be 23 deg. 15 min. E. so that it had increased in easterly Variation about 6 deg. 5 min. in a century, or, at the mean rate of three minutes, and about two-third parts of a minute annually to the eastward. On the contrary, we know that the variation of the Coasts of Europe is very considerable towards the W. and that its annual increase has been estimated nearly at 5 minutes and a half that way. This, therefore, affords much room for attention and observation; and it may, perhaps, be the more strongly supported from the great labours of Dr. Halley, whose observations in various parts of the known Oceans enabled him to construct a Variation Chart, for the use of Mariners. From the annual change of Variation, it is certain that such a Chart could not be strictly true for many years; but if new ones were constructed every ten years, which, it is presumed, they might without any great expence, and published by authority, they would serve perpetually as a ground for observation, and the differences might be very readily and expeditiously noted.

It may seem unnecessary to remark, that in the various descriptions, the soundings and depths of water are always supposed to relate to the state of the Sea at the lowest ebb of the Spring Tides, unless where it is mentioned otherwise in express terms. This is always understood by Seamen, in all Charts, and in all relations of the state and circumstances of any particular Channel, Bay, Port, or Harbour. It is also to be understood in speaking of the time of high water, that by Spring Tides is always meant the day of New and Full Moon, though, as it is more fully explained in the Introduction, the highest tides do not occur till 3 or 4 tides after the New or Full Moon, and consequently so much later than the time mentioned, according to the rules for finding the time of high water at any place.

In concluding this Preface it may not be improper to observe farther, that the CHARTS, with which the Work is illustrated, have been engraved on purpose with the greatest Care and Accuracy, and comprehend all the Improvements that have lately been made, which cannot but render the Publication uncommonly useful and important.

INTRODUCTION.

THE great utility and importance of a just knowledge of Geography, as well to the scientific as the less informed individual, has been long and universally established and allowed. From the pleasure, satisfaction and information which it affords to the mind, on account of its very extensive and highly interesting use, in determining the various boundaries and limits of States and Kingdoms, it becomes an essential qualification to the historian, in describing the origin, progress and revolutions of governments and empires, through the various ages of the world.

Considering Geography, therefore, as a science resulting from what is known among the liberal sciences by the name of Geometry, we shall have no hesitation in speaking of it as a *Science* rather than as an art arising only out of something superior, and thereby depreciating a subject which is unquestionably of a very useful and interesting nature.

As all the Arts and Sciences, which constitute a knowledge of whatever may be deemed essential to the improvement of the mind, have their own appropriate and characteristic ideas, and are understood by such peculiar and distinct terms and expressions as are more immediately adapted to convey those ideas; it is natural to suppose that the same terms and expressions should be used in the Science of Geography, which it shall be our business fully to illustrate and explain.

The word GEOGRAPHY, which is a term compounded from the language of the Greeks, and an expression in that language to denote, a description of the earth; by which however is meant, not barely the land of various countries and nations, as distinguished from the sea, but the whole terraqueous globe, or both land and water. The divisions into which this subject naturally forms itself must from hence be manifest and obvious. The description of the land may either be general, as relating to objects considered in a comprehensive or general view, and marked only by their distinct and specific properties, and thereby partaking of the nature and complexion of natural history; or particular, as limited to the description of a province, a county, a kingdom, or an empire, independent of all others, however nearly they may be connected with it, either in point of situation or similarity of circumstances.

Of Geography, when considered under the former point of view, it is not the object of the present publication to take notice. So many excellent works of this kind have already been published, and so much attention has been justly and deservedly paid to the subject of general Geography, that it would be idle and presumptuous to hope for success in a field where so much ingenuity and accuracy have been employed.

If we confined ourselves to the latter part of the subject, we might take a view of Chorography, as consisting of the description of some particular county, province, or country, and therein hope, notwithstanding the numerous histories that have been published of this class, for some success in our labours. But we are well aware of the difficulty and intense application which must unavoidably attend investigations of this sort, and are convinced of the labour and attention as well as the judgment which is requisite for the successful execution of such performances. This is not however the design of the present undertaking, it would therefore be useless to enlarge upon the subject.

Neither do we mean to confine ourselves to that particular branch of Geography, which consists in the description of particular places; such as is usually known under the name of Topography. This part of the subject, except in certain and special instances, requires probably much less judgment than the preceding class, which is of a more extensive nature. Where the materials are diffusely scattered, and a long series of years or ages has been employed in affording the grounds for the historical or descriptive page, a necessary attention to the regularity of the arrangement, and a due regard to the order of time will commonly serve to the execution of such productions.

There is however yet another distinct branch of Geography, arising out of the preceding general definition of it, which is known under the name of Hydrography. The literal meaning of this term is, a description of the water, by which we may fairly understand its application to seas, lakes, and oceans, or whatever has any connection with them.

It is somewhat extraordinary, that this most useful and necessary department of Geography, although so correctly and distinctly expressed and defined by the generality of writers on the subject, should have remained almost wholly neglected and overlooked. Every one is readily convinced of the very great advantage of Gazetteers and Geographical Grammars; but no one has attempted the execution of such a Gazetteer, as shall point out with clearness and accuracy every thing necessary to be known by those engaged in navigation, or which shall be confined to that particular species of Geography, to which the name of Hydrography has been pertinently applied. This, however, is the professed design of the work before us; which, from its particular nature and the objects it has in view, cannot fail of being both highly useful and convenient to Seamen and Navigators. Nor will such an undertaking be without its importance in the education of youth or in the counting house of the merchant, and those connected with naval affairs. We may, therefore, consider the present work, without danger of incurring the charge of vanity or presumption, as a complete summary and description of Naval Geography; and as this branch of the subject, like Geography in general, has its particular terms, we shall here present our readers with a brief explanation of them.

In noticing a **CONTINENT**, we observe that it is such a tract of land or country as comprehends in it several empires, kingdoms, states, or distinct governments, which are not separated by any sea or ocean. Thus we say, that Cape Finisterre is on the N. W. part of Spain, on the continent of Europe.

An **ISLAND** or **ISLE** is a portion of land, which is entirely surrounded by water; as the Isle of Wight, on the S. coast of England, belonging to Hampshire.

A **PENINSULA**

A **PENINSULA** is a quantity of land that is joined to a continent by a narrow communication with it, frequently called a neck of land, which is in all other parts of it encompassed with water ; such is the peninsula of the Crimea in the Black Sea.

An **ISTHMUS** is that particular part of a peninsula, which is frequently called the neck, where the union with the main continent commences ; as, the isthmus of Darien, which joins N. and S. America.

A **PROMONTORY** is a high part of land that projects into the sea, and is very often called a **CAPE**, when it has any appearance of a mountain ; and when it has but little elevation it is more usually distinguished by the name of a **POINT**. Thus the Cape of Good Hope is a mountainous promontory.

An **OCEAN** is a large and spacious collection of water, without any entire separation of its parts by land, as the Atlantic and the Pacific Oceans.

A **SEA** is a smaller collection of water, communicating with some adjacent ocean, and confined by land within a narrower space ; as such may be considered, the Irish sea, the Mediterranean sea, and others of that nature. But, generally understood, every part of the ocean may be called the sea, and the expression is still more general, when it is said that the terraqueous globe is compounded of land and sea.

A **GULF** is a part of the sea or ocean, which runs up into the land, and, except at the communication with the sea, is surrounded by it ; as the Gulf of Corinth, the Gulf of Lepanto, and others of that description. When such gulf is very large, it is more frequently denominated an inland sea ; of this class may be considered the Mediterranean or the Baltic.

A **BAY** is such a gulf or inlet of the land, as does not run very deep into it, whether large or small ; such is the Bay of Biscay. But smaller bays are frequently denominated creeks, havens, or roads ; of which description is Milford Haven, and others of inferior note. It may be observed indeed in general, that a bay has proportionably a wider entrance than either a gulf or a haven ; and that a creek has usually a small inlet, and is always much less than a bay. What is called a road is a place upon any coast where there is anchorage, and a certain degree of protection and shelter from winds.

A **STRAIT** is a narrow passage which joins two seas, or two gulfs, or a sea and a gulf. Of this nature is that strait or communication called the Sound, which connects the Cattegatte with the Baltic ; and the Strait of Gibraltar, by which the Mediterranean sea communicates with the Atlantic Ocean.

A **LAKE**, strictly considered, is a collection of standing water surrounded by land, which has no visible communication with the sea. But this is not always attended to ; for many of the Loughs of Ireland and the northern parts of Scotland, are exceptions to this rule, and partake of the nature of havens or gulfs.

These are the most necessary terms relative to this branch of Geography, which require immediately to be noticed.

But in order to point out the exact relative situation of any place on the terraqueous globe, whether by land or sea, it will be found to be of the greatest service to divide the face of the globe into certain arbitrary and distinct parts by which that situation may be accurately and precisely described.

With this view it has been deemed expedient and necessary to divide the great circle of the globe of earth and sea, and consequently every other circle, which is used or imagined for similar purposes, into 360 parts; and each of these parts, which have been named degrees or steps, into 60 equal parts, called minutes; and each of those minutes has been subdivided into seconds.

The earth's diurnal motion, or daily revolution in every 24 hours, points out, from analogy, two POLES or points, which may be deemed the extremities of the globe; of which one is at the utmost extent of the globe to the north, and the other at the opposite extremity to the south. The former of these is called the North Pole, and the latter the South Pole. At these points precisely are these extremities laid down, because it is observed that the whole terraqueous globe is in a continual motion, like a wheel on an axis, from west to east; by which the various appearances of the heavens are duly presented to us successively every 24 hours, or the natural division which each day and night, taken together, presents to our notice.

The AXIS of the earth may therefore be conceived to be an imaginary line passing directly through the centre of the globe from one pole to the other, and connecting them in the same manner as the two extremities of the axis of a mill-wheel turn upon their gudgeons or centres, without shifting their situation. These gudgeons or centres may readily be conceived to be the two poles of the globe.

The EQUATOR or EQUINOCTIAL is that circle of the globe, in the direction of east and west, which surrounds the whole earth and sea at an equal distance from the two poles; which imaginary line cuts the globe into two equal parts or hemispheres, of which each pole forms the middle or central point. These are called the North or South hemispheres, according to the pole which is respectively found in their centres.

The HORIZON is that circle, by which the globe of the earth and sea is divided into two hemispheres, one of which is superior and visible, the other inferior and invisible.

The MERIDIAN is a great circle which passes through the two poles, and cuts the equator at right angles, and passes through the very spot on the earth's surface where any person is situated; or, which perhaps will be better understood by supposing it an imaginary line or circular arch in the direction of north and south, passing from the horizon through the point where the Sun appears at mid-day, and thence directly over our heads to the point or part of the horizon which is diametrically opposite.

The LATITUDE of any place points out its distance from the Equator, either north or south, reckoned in degrees and minutes upon the line or arch of the meridian; and is denominated north or south, according to the situation it bears from the Equator.

PARALLELS of Latitude are those imaginary circles which are drawn round the Globe, not directly over or through the centre, as the Equator and Meridians are, but parallel to the Equator, or at equal distances from it, and also at equal distances from either pole in every part. Hence it is evident, that every place on the earth or sea has its parallel of Latitude, and that all places which are at an equal distance from, and are on the same side of the Equator, are in the same parallel of Latitude.

DIFFERENCE of Latitude, is such an arch of the Meridian, or part of the great circle of the meridian of any place, which intervenes between any two parallels of Latitude, and points out how much either of the places or parallels

parallels is to the north or south of the other. As for instance, suppose the Latitude of Gibraltar to be 36 deg. 5 min. N. and the Latitude of Plymouth to be 50 deg. 22 min. N. the difference of Latitude between them will be 14 deg. 17 min. and so much is Plymouth to the north of Gibraltar, because it is the greater north Latitude. And as the Latitude is counted each way from the Equator, to the north or south, it is evident that it can only extend to 90 deg. to each pole, and consequently that the difference of Latitude can never exceed 180 deg. or the distance from pole to pole.

LONGITUDE of any place on the earth or sea, is expressed by an arch of the Equator, and is reckoned to the east or west from any particular Meridian, where it is always to be understood that the Longitude begins. For we have here no fixed or determinate circle or arch pointed out by nature to ascertain precisely any certain spot or point on the Equator, from whence to begin our reckoning; so that it is now become customary, in laying down the Longitude of places on the Globe, to begin the account from that particular Meridian which passes through or directly over the principal city or town of any kingdom, state, or empire, and thence to reckon each way from that particular arch of a great circle, passing through the Poles and the Equator on opposite sides of the Terraqueous Globe. This is usually called the first Meridian.

DIFFERENCE of Longitude, is an arch of the Equator, or such a part of that great circle as intervenes between any two Meridians, and shews how far one of them is to the east or the west of the other. Suppose, for instance, that the Longitude of Plymouth is 4 deg. 10 min. W. from London, and the town of Funchal in the island of Madeira is in Long. 17 deg. 6 min. W. the difference of Longitude between them will be 12 deg. 56 min. and so much is Madeira to the west of Plymouth, because it is the greater west Longitude. And as the Longitude is usually counted each way from the Meridian which is determined on as the first, it cannot in that case exceed 180 deg. or the greatest possible distance to the opposite side of the Globe. But in some Voyages of our Circumnavigators the Longitude is continued to be expressed in the same direction of E. or W. quite through the whole; which, in fact, ought to change its nature, and, instead of 195 deg. E. the expression should be 165 deg. W. and so of any other.

But as the great Globe of Earth and Sea is sometimes divided into portions, by certain parallels of Latitude, and distinct names given to each, we find it expedient to take notice of these also, as occurring in that kind of Geography in which this work is more immediately concerned. Nothing is more common than to hear the expression of a seaman's coming into the seas between the Tropics; and therefore it is necessary to explain what is meant by this and other phrases of a similar nature.

From hence we are led to mention the general divisions of the Earth, pointed out by Geographers into five zones or portions, each of which is included between or limited by some certain parallel of Latitude. These are distinguished into two frigid, two temperate, and one torrid zone, in allusion to the general quality of the air, or degree of heat and cold to which each of the situations is generally liable.

Of the frigid zones little is known, only that they are situated about each of the Poles of the Globe; where, at the time of the Sun's appearing most towards the north parts of the world, or in the summer of all north latitudes, it never sets for more or fewer days according as the place is nearer to or farther from the North Pole. In the winter of all north latitudes, when
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the Sun appears most towards the south parts of the world, it on the other hand never rises for nearly the same number of days. These appearances never extend farther than to about 23 deg. and a half from the Pole, or in higher latitudes than 66 deg. and a half. That imaginary circle which bounds this limit in the northern hemisphere is called the Arctic Circle, and, as all other parallels are, is equi-distant from the Equator; and the track of earth and sea beyond it is called the North Frigid Zone. The same circle or limit towards the South Pole, in the southern hemisphere, is called the Antarctic Circle, and the track of earth or sea between it and the Pole is known by the name of the South Frigid Zone.

Of the temperate zones, we may observe generally that they extend from these circles respectively towards the Equator, until they are within about 23 deg. and a half of that great circle. Each of these is about 43 deg. in breadth.

Of the torrid zone we have to remark, that it comprehends that middle portion of the Globe, over every part of which the Sun is vertical or perpendicular at some part of the year, the limits of which never extend beyond 23 deg. and a half of latitude either to the north or south of the Equator. This zone is consequently about 47 deg. in breadth; and the parallel of latitude which terminates the limits in the northern hemisphere is called the tropic of Cancer, as that of the southern hemisphere is called the tropic of Capricorn. Hence, when seamen come into a less latitude than 23 deg. and a half, they say that they are got between the tropics.

It is of importance likewise to the general object and design of this Work to give some intimations of the nature and obvious purport of what are called Maps and Charts. It is a general rule in modern maps to consider the upper part of them as the north, and the lower part as the south, when the part to the left hand will naturally be the west, and that to the right hand the east part. But there are many old maps and charts wherein this rule has not been attended to; in which case a *fleur de lis* is generally placed in some part of it, where it may appear conspicuous, always pointing towards the north, and thereby shewing the relative situation of all the other points. This too, is frequently introduced in maps and charts, which are also laid down due north and south.

Almost all maps and charts are embellished and ornamented with marginal lines, which are frequently applied to a real purpose of utility also, by marking out the latitudes and longitudes of every place in their respective parallels or under their respective meridians. The great improvement of maps and charts has also introduced some other alterations; for though many maps place the same figures in the lower margin as the upper, to denote the degrees of longitude east or west from any particular meridian, others appropriate this margin to point out the difference in time which is made from one meridian to another. Hence, if 360 degrees be divided into 24 parts, equal to the hours of day and night, it makes 15 degrees for each hour of time, and consequently every degree of longitude will be equal to four minutes of time. It therefore follows, that every place which is situated to the eastward one degree from any other place, or from the first meridian, will have the Sun upon their meridian sooner by FOUR minutes than that other which is to the west of it; and, in like manner, if a place be one degree to the westward of any other, it will have the Sun on its meridian FOUR minutes of time later than that other. All places, therefore, to the eastward will have the Sun upon their meridian sooner than those which

which are west from them; and, on the other hand, all places to the westward will not have the Sun upon their meridian till after it has passed the meridian of places which lie to the eastward. Thus, for instance, the people of Naples in Italy will have mid-day almost an hour sooner than the inhabitants of London, because it has between 14 and 15 deg. of E. longitude; and on the other hand, the inhabitants of the island of Madeira will not have their mid-day till more than an hour after the Sun has passed the meridian of London, it being rather more than 17 deg. W. from London to Funchal in that island.

This may be conceived from what has been already observed respecting the Poles of the Globe, as the gudgeons or centres on which the whole revolves uniformly from west to east. For it is but to apply the observations which may be made on a mill-wheel, of which any particular bucket, which is more remote than another, must be later in arriving at any particular situation than that other; and all the difficulty of supposing how any place to the westward has the Sun later on its meridian than any other to the eastward is obviated and removed.

But to return to the subject of Maps and Charts, it is to be observed, that the right and left hand margins are also rendered useful by pointing out the degrees, as the sub-divisions point out the minutes of Latitude, either north or south. These serve to shew the distance of all places in their respective parallels from the Equator. Thus, for example, a map in which London is laid down, must appear in the parallel of about 51 deg. and a half N. as being so far to the north of the Equator; and a chart that is intended to include Plymouth would lay it down in such a situation, as, by means of the marginal sub-divisions, should determine it to be in lat. 50 deg. 22 min. N. When a map or chart is not very much crowded, the lines of longitude are sometimes drawn in them from top to bottom, and the parallels of latitude made to cross them from side to side; but these are not in such common use, especially in charts, as formerly.

It is not our province to represent the appearance of maps, so far as they relate to particular marks or explanatory circumstances within land, our business being only with the sea and its contiguous coasts. The common explanations of charts are, therefore, the whole of what falls more immediately within the object of this work. The following is the general illustration of these charts.

Observe, first, that the coasts of all modern charts are shaded contrary to those of maps; the former being inward to the land, and the latter outward to the sea. This is done to shew more distinctly the sands, shoals, or rocks, which may be contiguous to any coast, and, in particular cases, to represent the soundings. The SEA, in general, is left as an empty or void space, excepting where it is necessary to give a representation of any rock or other matter which may be found in any particular situation, or to point out the particular set of currents either of water or wind on or near any coast, or peculiar to any sea. Rocks are very commonly represented by small crosses or points; and SANDS or SHOALS by a great number of dots, so placed as to shew the situation and position of those sands, as they are found to lie in the ocean by sounding the depths. CURRENTS of water are sometimes described by several long parallel crooked strokes in imitation of a current, and sometimes by the same mark as the course of winds is pointed out by.

WINDS, particularly what are called monsoon or trade winds, which prevail in some seas or parts of the ocean, are represented by the heads of arrows pointing to the coast towards which the winds blow. SOUNDINGS

are

are generally denoted by figures which shew the depth of the water in fathoms, except in particular instances where it may be given in feet; but in these latter cases, an explanation is always to be found in some vacant part of such chart, so that a person is never left in doubt as to their meaning. In all cases, where no such explanation is given, it is always understood that the figures of the soundings denote fathoms. It is usual in various parts of a chart, at no great distance from any coast, to specify also the kind of ground, which is discovered from the lead in sounding, so as to discover to seamen nearly their situation, by the joint considerations of depth and ground, when hazy weather or unfavourable circumstances render their distance from those coasts uncertain.

Having thus far described what is generally necessary to the right and proper use and knowledge of the subject of Naval Geography, it seems expedient to take notice of the nature of the winds and tides, on which so much depends in the practice of Navigation.

Of WINDS.

From the operation and attractive influence of the Sun upon our teraqueous ball or globe of earth and sea, vapours and fumes are perpetually ascending from the surface of it into that portion or space around us, which has received the appellation of the Air or Atmosphere. But this influence of the Sun can only be exercised during his appearance above our horizon, or for a very short time after, when the action of his rays on the subtile particles of matter which he has excited and put in motion must lose its force and energy, and leave them to the chance of accident, or whatever may be situated within the sphere of their attraction. These vapours and fumes, thus attracted for a time and afterwards left to themselves, will likewise partake of such various qualities and properties, as the parts of matter consist of from which they are evaporated. They will also be capable of being rarefied and expanded by heat, and consequently of being compressed and condensed by cold; and as they may and actually do become lighter than the general state of the surrounding air or atmosphere by the former, so as to render them naturally disposed to ascend into those lighter regions at a greater distance from the earth's surface; so on the contrary when in the Sun's absence the contrary effects of condensation and compression succeed, they are checked in their progress, and by their becoming heavier, descend again to the earth in the forms of dews and rains.

The former of these is more naturally the effect of such condensation, and in a pure and placid state of the atmosphere, it is more usually the consequence of the Sun's absence. It must be obvious, however, that even in this case many of the lighter particles of matter which had been attracted by the Sun's rays during the day will have ascended into those higher parts of the air or æthereal regions, where they will be less affected by the sudden return of night, and consequently be less disposed from their greater degree of volatility to be so soon condensed in a degree sufficient to occasion any very considerable descent. Hence, before they can possibly have reached to the lower regions from the effect of compression occasioned by the nightly cold, they will again experience the effect of the Sun's rarefying and expanding power, so as to cause their re-ascension into the same or perhaps a higher region than they had before arrived at.

As the latter of the consequences produced by the effect of condensation, viz. that of Rain, is produced from effects operating on the vapours that are left floating in the air; the consequences arising from that condensation will however be better understood from the subject of what follows hereafter.

It must be obvious, from the repeated action and re-action of these different causes and effects, that alterations and changes will take place in the atmosphere, and that the neighbouring parts will consequently be put in motion. The air, from its extreme lightness, is capable of very great changes from causes apparently of a slight nature; and it is certain that whenever it is rarefied by heat, or condensed by cold, that it will always possess a tendency from its particular nature to preserve an equal state of lightness or density, and that the heavier air will acquire a motion towards the thinner air, and thereby occasion, if in any considerable quantity, a current or stream of air, which is understood by the denomination of Wind. For nature, who is ever just to herself, will always endeavour to preserve an equilibrium.

Having made these general observations on the primary cause of Winds, we may properly take notice of those particular effects of it which are known usually to prevail in various parts of the world. Dr. Halley, to whose indefatigable attention and unwearied industry, the philosophical world is very highly indebted, has made the following remarks for the benefit of seamen.

He says, that between 30 degrees of North latitude and the same degrees of South latitude, which are only a few degrees each way, without the limits of the tropical circles, there is a constant East wind throughout the year, in the Atlantic and Pacific Oceans, the cause of which, from what has been premised, is not difficult to assign. The Sun, in passing over the earth from East to West, as he must heat the air which is more immediately under the operation of his direct rays, will consequently expand that air by his influence, and thereby render it lighter than that which is not so affected. Hence that which is to the eastward of it, after recovering a part of that density which it had lost in its turn, will press forward by the force of gravity to the westward where the air is lighter in order to restore the equilibrium which the Sun's rarefying influence had interrupted. And as this will be successive, each part in its turn being equally rarefied, and equally pressed upon by the denser air to the East of it, a perpetual East wind must consequently be found within those limits.

But as the Sun never declines either way more than 23 degrees and a half from the equator, it will follow that there must be a tendency of wind towards the equator between that limit and the parallel where the effects of this influence begin to be less certain. Hence the trade-winds near the northern limits, will blow from the North-East, or some part of that quarter, and those near the Southern limits from the South-East, or some part of that quarter; but all tending to support and preserve the equilibrium of the air between the tropics, where it must be more rarefied and expanded than in other parts of the atmosphere, because, as we have observed, the sun is always perpendicular to some part of this space or portion of the globe.

There cannot be a doubt that, if the whole surface of the globe consisted of sea only, this wind, within these limits, would universally prevail.

In the middle of the great Oceans of the Atlantic and Pacific, where no interruptions from mountainous lands or continents occur, this is actually found to be the case. But there are other parts of this space or portion, in which large continents are met with, and by which this general conclusion is very forcibly affected, without detracting from the credit of the general principle. For the interposition of large continents and lofty mountains must unavoidably occasion a great variety of winds, which may differ from the general one.

In some parts of the Indian Ocean it has been observed, that there are periodical winds, which are there called Monsoons, and blow half the year one way, and half the contrary way. This has been accounted for on the following ground, that cool and dense air, when it is so interrupted by mountains and continents that it cannot freely press upon the lighter air, so as to drive it forward to the West, will force the rarefied air upwards in a continual current to the higher regions of the atmosphere; and by spreading itself there to preserve the equilibrium, a current of air will be occasioned there that is exactly contrary to the under current. For it is certain that the upper air must be driven from those parts where the greatest heat is, and consequently that whenever the trade-wind blows below at N. E. the S. W. wind must blow in the higher regions of air; and, by the same rule, it follows, that when the N. W. wind blows below, the S. E. must prevail above. This is conformable to what have been observed and attended to by seamen in general. They have constantly met with a contrary wind immediately after they have got out of the trade-wind.

It is also observable in the N. Atlantic Ocean, at a distance from the west coast of Africa of about 100 leagues, that a fresh gale at N. E. is constantly met with, in the latitude of from 28 deg. to 10 deg. N. and that as ships approach nearer to the West Indies, this wind gradually comes nearer to the East, so as seldom to deviate more than a point from the East, either to the northward or southward.

Another circumstance is remarked respecting these winds, which is, that they extend to higher degrees of latitude from the equator each way on the western shore or coasts of North and South America, than they do on the eastern shore or the coast of Africa. This difference is usually about 3 or 4 degrees, extending sometimes as high as 32 deg. on the North American coast, and exceeding also on the Coast of Brazil, as much more as on the African side to the northward of the Cape of Good Hope.

It has likewise been noted that near the equator, or within 4 degrees on either side of it, the wind is constantly found to blow between the South and East; being nearer to the South on the African side of the Atlantic, and to the East, as ships approach the American shores. Nearer to the African side it was observed by Dr. Halley, that if the wind approached to the East the weather became gloomy, dark, and rainy, with hard gales of wind; but as soon as it got back towards the South, it usually became serene with gentle breezes.

From the general principle first laid down, it is natural to conclude that these dispositions of the wind to the westward, or to the South-west from the northern limits of the trade wind, and to the North-west from the southern limits of that wind, will be in a greater or less degree as the Sun is perpendicular to places near one or the other extremity of the space between the tropics. For as the particular parts of the air, which are
rarefied

rarefied by the sun's heat are more or less remote, this operation of the preponderating denser air, which occasions the wind or current of air to the parts which are expanded must be more or less sensible. Hence, in other words, it may be said, that these winds are somewhat affected by the seasons of the year; as, for instance, when the Sun is far northward, so as to occasion Summer, in parts North of the equator, the Brazil S. E. wind will get round to the South, and the N. E. wind of Africa will come more to the East; and on the contrary, when the Sun is far southward, so as to occasion Summer in parts South of the equator, the S. E. wind of Africa will come to the East, and the N. E. wind will get more to the North.

The same causes operate in producing a perpetual South and South-West wind along the coast of Guinea, for an extent of 500 leagues from Sierra Leone to the Island of St. Thomas. For the coast of this part of Africa which lies nearly East and West is much affected by the intense heat of the Sun, and the air consequently very much rarefied; and as from the vast extent of continent to the southward, the trade-wind must set round from the Cape of Good Hope from the South-East, the denser air on crossing the equator receives a new direction towards this coast from finding a lighter air, the equilibrium of which it rushes in to restore. Hence it has been observed, that this wind actually gets this direction towards the shore within 80 or 100 leagues, getting first more towards the South, then becoming full South, and afterwards shifting to the West of South. This part of the Ocean is consequently very much troubled with frequent calms, and with sudden and violent gusts of wind, known by the name of Tornadoes, which blow from all parts of the horizon.

It must be farther observed, that between the 4th and 10th degrees of North latitude, and between the longitude of Cape Verde and the easternmost of the Cape Verde Islands, there is a track of sea that appears to be condemned to perpetual calms, attended with terrible thunder and lightning. These are accompanied by such frequent rains, that this part of the Sea has often been called, *THE RAINS*, and in some charts has been particularly marked as such. This appears to originate from the same cause, and the reason of its affecting this part of the ocean in so striking a manner must be obvious to those who consider the nature of the trade-wind towards the coast of Guinea, and the operation of the variable winds in latitudes farther North. For what can be a more natural consequence, than that the Westerly winds which set in upon this coast, by meeting the general easterly winds of that track, and balancing each other, should cause the vapours which are carried thither by each wind to condense and accumulate, and thereby occasion almost continual rains.

These circumstances also account for the difficulty which seamen formerly met with in sailing from Europe to India, and the coast of Guinea, by an ignorance of the fittest seasons for being in those seas. In the months of July and August, when the S. E. winds usually extend for several degrees beyond the parallel of 4 deg. N. of the equator, and not unfrequently vary so much as to blow from the South, and even a point or two to the West of the South; every mile that is then obtained must be in the face of a constant trade-wind directly opposing the track of the ship, and, by an infinite deal of trouble, and constantly plying to windward. For if on the one hand, a ship steers W. S. W. and gets the trade-wind more towards the East, she will be in danger of falling in too soon with the coast and shoals of Brazil;

Brazil; and if she steers E. S. E. she must fall in with the coast of Guinea, and cannot extricate herself from the situation, but by running down east to the island of St. Thomas.

From these observations, the only possible course for ships to sail from the coast of Guinea for Europe seems to be pointed out; and that is, to steer away S. S. E. or south, and with these courses they run off the shore, while the wind becomes more and more contrary. Though ships when near the shore can lie south on this coast, yet when they get more distant they can only make good a S. E. course, and as they get farther out they will only make good an E. S. E. course; but they can generally make the island of St. Thomas and Cape Lopez with these directions, when they will find the winds to the eastward of the south. They then set off westerly from the coast, and run on till they come into 4 deg. of S. lat. by which time they will find a constant Trade-wind from the S. E.

Hence it is, that ships which are bound from England or other parts of Europe to the West India islands, or to the southern part of the coast of North America, even as far to the northward as Virginia, have determined the best course to be to get to the southward as soon as possible. For they know, that as soon as they reach to the latitude of 30 deg. or thereabouts, according to the season of the year, as the Sun is more or less remote from that parallel, they can depend on having a steady gale from the eastward, so as to enable them to run before the wind. It is for the same reason, that all ships, in returning from the West Indies, or the contiguous part of the coast of North America, endeavour to run up to about 30 deg. of N. latitude into the parallel, where they first expect to meet with variable winds, so as to enable them to make to the eastward. Indeed the most general and prevailing wind, without the northern limits of the trade-wind of the Atlantic Ocean, is between the S. and W. and therefore fair for bringing ships to Europe.

It may also be observed, that the general trade-wind of the Indian Ocean of S. E. by S. is found to blow all the year round between the southern latitudes of 10 deg. and 30 deg. in the same manner as in the like latitudes in the Ethiopic Ocean. These winds, during the six months from May to November, reach to within 2 deg. of the Equator; but from December to May, in the other six months, a N. W. wind blows between the 3d and 10th degrees of south latitude, in the meridian of the north end of Madagascar, and also between the 2d and 12th degrees of south latitude near the longitude of Sumatra and Java islands.

It has been farther established, that in the track between the island of Sumatra and the African coast, a distance of 60 degrees of longitude, and from 3 deg. of S. lat. quite northward to the coast of Asia, including the Arabian Sea and the Gulf of Bengal, the Monsoons blow from September to April on the N. E. and from March to October on the S. W. Rhumb. But the wind is far more steady and gentle in the former half year, with clearer weather, than in the latter six months; and it is also more strong and steady in the Arabian Sea than in the Gulf of Bengal.

Between the island of Madagascar and the coast of Africa it has also been observed, as well as from thence to the northward as far as the Equator, that there is a track in which there is a constant fresh breeze at S. S. W. from April till October. This changes from W. S. W. to the northward, which at that time blows into the Arabian Sea.

After

After ships have passed to the eastward of Sumatra and Malacca, and are on the north side of the Equator, in what may be called the China Sea, extending along the coasts of Cambodia and China and through the Philippines as far as Japan, the Monsoons or Trade-winds blow northerly and southerly. The former of these set in about October or November, and the latter about May; but they are not altogether so much to be depended on as in the Arabian Sea.

It has also been observed, that the same northerly and southerly winds are found to the east of Sumatra and Java towards New Guinea; with this difference only, that the Monsoons incline to blow at N. W. for the first half year, and at S. E. for the latter half. But they do not commence in these seas till a month or six weeks after they have set in more to the northward and north-westward in the Chinese Seas. They are also as little to be relied on as in those seas.

Although we have not assigned, throughout these observations, the causes of all these winds in particular seas and oceans, the attentive reader cannot be at a loss to apply the general principles already laid down to each of them; as by comparing them with the nearest adjacent continents or islands of any considerable extent, he will be enabled to account for all these phenomena in a satisfactory manner, and conformably to the laws of nature and reason.

There is one more remark which ought not to be omitted on the subject of Monsoons. Where these winds are alternately blowing one half of the year one way and the other half from the contrary point, it must not be supposed that they shift all at once from one extreme to the other, or that such a change occurs without some particular circumstances attending it. For this alteration of the Trade-wind is in some places attended with calms, and in others by variable winds; and it frequently happens that, towards the end of the Monsoons, there are most violent storms on the coast of Coromandel and China, which have a strong similarity of appearance and effect to the hurricanes in the West Indies. At these times the wind is so exceedingly strong, that scarcely any thing can resist its force and impetuosity.

From these observations it is therefore evident, that all navigation in the Atlantic and Indian Oceans must be regulated by a due attention to these winds. It is from this that the voyages to the East Indies are now performed in so much less a period of time, than during the last century, and the beginning of the present; and it is from hence certain, that if seamen delay their voyages till the contrary Monsoon sets in, they will either be obliged to sail back to their port, or go into some harbour, to wait for the returning favourable Trade-wind.

Of the TIDES.

The next consideration of importance to seamen, after the explanation of the nature of winds, is to investigate the cause of the Tides; by which is to be understood, that flux and reflux of the sea, and that regular and stated motion of the waters of the ocean and of particular seas, by which they rise and fall to a certain degree nearly at equal distances and intervals of time.

Although it is contrary to our design to perplex the practical seamen, for whom this Naval Gazetteer is principally designed, with astronomical observations; yet we must so far apply the rules of that science as will enable us to explain

explain the doctrine of the tides. Our remarks, however, shall be of a general nature, and not such as are calculated barely for the scientific reader. The great Sir Isaac Newton undertook to explain the doctrine of the tides, upon the two great principles of gravity and attraction. However irregular they might be in certain instances, and with a view to certain objects, it was evident that from the stated intervals of time which they preserved, some common and general cause must exist to produce such a regular effect. Continued observation had ascertained one striking and remarkable fact on all the coasts of the British dominions in Europe, and along the coasts of Holland, France, Spain, and Portugal; that the hour of high water, considered generally, was regularly and uniformly at a certain interval or portion of time after the Moon had passed the meridian of such place. The acute and sagacious mind of this philosopher was from mature deliberation and attention to this fact, soon convinced that the Moon had an influence upon the great body of the waters of the ocean; and that the only remaining subject of consideration was, to discover how far this principle would agree with the different quantity of waters which were accumulated at those intervals, on different days. On this subject he might thus judiciously argue with himself. If it be true that the Moon has an influence on the waters of the ocean, so as to occasion their accumulation in a regular and periodical way, which cannot be done by any thing but the force of attraction; it is equally probable, that the other heavenly bodies should have some influence to the same purpose. But the Sun alone, from his magnitude, is capable of doing this in any considerable or sensible degree; and though from his distance that effect and influence be very much lessened, yet, upon calculation, it would be found to bear a proportion extremely well suited to obviate the remaining difficulty.

Before we descend to demonstrate the principles here laid down, we shall observe, as was before mentioned in ascertaining the principle of winds, that the earth has a daily revolution on its axis every 24 hours from west to east, which occasions the Sun and other heavenly bodies apparently to move from east to west. But the Moon, from her actual motion in the heavens towards the east of a little more than 12 degrees daily, or near 49 minutes of time at a medium, occasions her coming upon the meridian of any place later by 49 minutes daily than on each next preceding day; so as to take up about 29 days and a half on an average from one new Moon to another. Now if both the Sun and Moon are supposed to have an attractive power and influence on the waters in the ocean, it must follow that when they happen to be on the meridian at the same time, or nearly so, this attraction of each, whatever may be the proportion between them, must be the same way. It will from hence follow, that the effect of the Sun's influence must in this case be added to that of the Moon, and consequently an increased accumulation of waters must be produced. This is in reality the case at every new Moon, when these two attractive bodies affect the waters of the ocean the same way, and cause higher tides, which are usually known by the name of spring tides.

This will also account for the same sort of tides at the full Moon, when the Moon is at the greatest distance from the Sun, or due north when the other is south. For we shall presently see, that the accumulated tides will always take place on the opposite parts of the world, to preserve a proper equilibrium, unless where other causes operate to the contrary; and therefore, though the two attracting bodies be in opposite parts of the heavens, they will operate jointly, as at the new Moon, to produce high tides. On the

the contrary, when they are at the distance of a quarter of the heavens from each other, or 90 degrees, their influence will be manifestly different from each other, and the attraction will operate on different parts of the ocean, so as to counteract one another. Hence it would follow, that if the attractive power of these two bodies were equal, they would then destroy each other; as their united power at the full and new Moons would be double to either of them singly. This, however, is not the case; though it is certain, that at the time of the quarters of the Moon, when the Moon still evidently retains a prevailing influence, it is much counteracted by the attractive power of the Sun, so that the tides are comparatively much less, and are known by the name of neap tides.

It is likewise to be observed, that the tides, from the prevailing influence of the Moon, would always naturally follow her from east to west, if the obstructions of land lying in the way did not prevent it, in a manner somewhat similar to what has been observed before with respect to winds. There are other causes also, which serve to occasion great deviations from this natural course, which will fall under our notice, though perhaps not very different from the same principle. But water, as a ponderous body, though fluid, will more speedily seek to preserve its own level, and is less liable to interruption from slight causes than the air or atmosphere; so that whatever impediments it meets with, it turns round the shortest points of land for this purpose, and seeks every creek and river in its course, that no part of the sea or ocean may be deprived of its share of the tides, and to recover its level.

It will be evident on the principles of attraction and gravitation, that as the hemisphere nearest to the Moon will be immediately under the effect of her attraction, and consequently the waters of that half be prevented from gravitating towards the other; the opposite hemisphere will have less than its share of attraction, and consequently the gravitation will be diminished, from whence the waters of the extreme part will be higher than in any other part of that hemisphere, so that the tides will there be highest at the same time. Hence, at the distance of 90 degrees, where this influence can be little if at all perceived, the waters will be at liberty to descend towards the centre by the natural power of gravitation, and will therefore in those places be lowest.

It has also been concluded, that when the Moon's meridian altitude is great, the tides will be increased when she is above the horizon; and on the contrary, that when her meridian depression is great, the night tides will be most considerable. This holds true in a less degree of the Sun, and especially at the new Moon, if she has north declination in summer, and south declination in winter. Also if the Moon is in such a part of her orbit as to be at the nearest distance from the earth, it will considerably add to the influence of her attraction; and it has been known to cause uncommon high tides, when this happens at the time of new or full Moon. Generally understood, it has been noted that the morning tides are the highest in winter, and the evening tides in summer.

We have hinted, that the intervention of land causes a great alteration in the tides. This will shew why there are little or no tides in small inland seas, such as the Baltic and Mediterranean; where the attractive influence of the Sun and Moon must be nearly equal at both the extremities, and cannot therefore sensibly affect the waters. It is also certain, that the tides are very inconsiderable in high latitudes; because the Sun and Moon more immediately act towards the equator, and raise the water towards the middle

of the torrid zone, which must consequently render the waters of the frigid zone comparatively low, by depriving the neighbourhood of the poles of those waters that are thus attracted towards the middle of the globe.

We should now proceed to point out the progress of the tides along the coasts of Europe; but as it may not be improper to notice the proportion of the attractive influence of the Sun and Moon, as to their effect on the waters, that circumstance shall be here premised. Accordingly, it has been observed, that on a supposition of the joint force being ascertained in any particular port at 12 feet, at a medium height of spring tides, without any extraordinary addition or diminution of the attractive power, that of neap tides has been found to be somewhat less than 8 feet. Hence, as the united force of the attraction of the Sun and Moon is 12, and, by a contrary effect, is reduced to 8, that of the Moon singly must be equal to 10, and that of the Sun to nearly 2; and this proportion, generally considered, will almost constantly hold good on all the coasts of the united Kingdoms of Great Britain.

There is another principle of the solar system, on which also this matter may be demonstrated. For as all bodies attract each other mutually, but in an inverse ratio, in proportion to the squares of their distances, conjointly with their magnitude; this influence of the Sun will also be found nearly to coincide with this general and fundamental law of the universe.

It has been seen, that the natural course of the tides and currents of the ocean, must be from east to west. This would be the case nearly and almost uniformly, if the interposition of extensive continents did not prevent it. From the northern extremity of Europe at the north end of Wiegate Straits, in latitude 78 deg. N. to the Cape of Good Hope, in lat. 34 deg. S. there is no known passage for the waters of the ocean in that or any other direction but along the coasts. The medium situation between these two extremes is about 22 deg. N. which is near Cape Blanco on the west coast of Africa. But the least shadow of a map or chart must be sufficient to satisfy any person of the impossibility of the flood-tides setting there to the westward, because the continent for 56 deg. to the north and south, entirely bounds that sea on the east. If, therefore, the tides are not totally interrupted by this vast extent of continent, they must come in either from the north along the coast of Europe in a direction southward, or from the south in a direction northward along the west coast of Africa from the cape of Good Hope.

This being the state of the case from argument, let us now consider how it stands in fact. And here common observation and experience fully corroborate the general inference. It is an established truth, that the flood-tide sets to the southward along the west coast of Norway from the North Cape to the Naze, for an extent of 13 deg. to the entrance of the Baltic Sea, and that from thence it proceeds southward to the coast of Great Britain, supplying every port successively in its passage. The large island of Great Britain breaks the regular course of the waters, and causes a division on their approaching that coast; and as the current comes from the northward, the coast of Scotland, as must naturally be expected, will first have the tide of flood before the parts which are farther situate to the south.

As the island of Great Britain divides this current into two channels, its operation on the eastern coasts may first be regarded. The natural tendency to the west is here interrupted by the land, so that it must run to the southward as the only possible direction it can take. Hence it is found, that at Aberdeen, on the coast of Scotland, the tide will be at its height on full
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and change days at a quarter before one o'clock, but that it will not be high water at Tinmouth Bar, on the coast of Northumberland, till 3 o'clock on the same days. All the intermediate ports from thence to the Spurn will have it progressively later, where it does not reach till about 5 o'clock, and before it gets as far as Yarmouth Roads it will be at least 8 o'clock. From thence it runs on still to the southward to Harwich which it reaches at half past 10, and to the Nore to which it does not come till 12.

The other channel which passes the north point of Scotland, and runs along the west coast of Great Britain at the same time, is subdivided into two channels by the interposition of Ireland. But the tide of flood between the south-west of Scotland and the north-east point of Ireland, from the narrowness of the sea, is much the least in quantity, and therefore makes a much slower progress after its access to St. George's Channel, so as not to get farther than about the parallel of latitude of the Isle of Man. It would, nevertheless, advance forward to the south, if, as we shall now see, a superior and controuling tide did not here put a termination to its course.

During this time, the main part of the western branch of the tide has been rapidly hurrying along the west coast of Ireland, in an open sea where it has nothing to interrupt it, till it arrives at the south-west part of that kingdom, so as to be at Cape Clear soon after 4 o'clock, which is an hour before it could reach the Spurn by the east channel. Hence, therefore, it must naturally turn round the south coast of Ireland, and it will have reached Waterford by 5 o'clock, near the south-east extremity of Ireland. Here, then, the tide will not only push on to the eastward for the English Channel; but, as the tide from the southward has been quickly setting to the north-east across the Bay of Biscay, it will unite with this current to supply the deficiency of water in the English Channel and the Irish Sea or St. George's Channel, and consequently proceed along the south of England and the north coast of France. For these two tides, by their joint influence, cause the tides along the south coast of Cornwall to be at the highest at new and full Moon sometime in the interval from 5 to 6 o'clock; and along the east coast of Ireland, a branch of them will slowly pass along to fill up the bays and channels there and on the coast of Wales, till it meets the branch which came in from the north through the narrow sea between Ireland and Scotland: at the time of this meeting it will be high water in that sea, which is betwixt 10 and 11 o'clock. At the same time, the main branch of these united tides is pressing along up the English Channel, till it meets the tide or first principal branch of the current which had washed the north-east and east coasts of Scotland and England, somewhere between Beachy Head and Dungeness, or, as some persons rather conclude, not far from the Goodwin.

If we take farther notice of the effects of these several tides on large rivers and bays, it will be farther evident, that they will occupy some time while the main body of those tides is pursuing its general progress along the adjacent coasts of the seas it passes through. Thus, it is found that the tide will be an hour in passing up from the point of the Spurn to the town of Hull or Kingston upon Hull, where it is not high water on full and change days till 6 o'clock. And the union of the two tides in the neighbourhood of the Goodwin Sands, occasions a vast influx of water into the River Thames, and contributes to produce the powerful tides which run up that river to London.

The same reason will also afford a solution to the difficulty of the slow advance of the tides in St. George's or the Irish Sea. For if the narrowness

of the strait between Scotland and Ireland on the north be attended to, and the trending of the coast round the Mull of Galloway to the eastward as far as Solway Frith, that small influx of water must be a long time in filling the several bays and inlets of that coast; so that, although the tides do not enter the southern part of this sea till some hours after, the more spacious inlet of that extremity will admit a proportionably greater quantity of water. Hence, after this branch of the tide has filled up the Bristol Channel or Severn Sea on the east, and Cardigan Bay to the north-east, which must employ a space or interval of some hours, it passes up to the north of Dublin, and meets the former tide in the parallel of the Isle of Man; from whence, as soon as it is high water, the ebb tides return back again by their respective channels, till they are lost in the main ocean of the Atlantic.

It is unnecessary to remove an objection against the general direction of the tides from east to west, by any more minute or familiar examples. Enough has been said to obviate any difficulty on that subject, which a moment's attention cannot fail to discover. The time of high water at any particular port must, therefore, be determined from observation and experience, as, from these interruptions, it is clear that no general principles can be laid down, on which it can be resolved from the longitude or comparative situation of any place on the face of the globe. But the general rule already laid down for the intervals of high water will always prevail; and when once the time of high water has been ascertained on the days of new and full Moon at any port, the succession of those tides will always be daily about 49 minutes later than on each preceding day respectively. It must, however, always be remembered, that there is another tide in the intermediate time, as we have already explained, or about 12 hours and 24 minutes after the next preceding tide, and so on progressively.

Sometimes it may happen that in mentioning the time of high water at any particular port, cape, headland, or any other remarkable place of the sea or ocean, it may be expressed generally, or without any reference to its being understood of the time on the very days of new or full Moon; which, perhaps, to seamen could scarcely admit of any doubt, but to others less conversant with their general language and modes of speech may be less intelligible. We have sometimes also expressed ourselves generally, for the sake of a little variety, of the time of spring tides; by which, likewise, is constantly meant the precise day of new or full Moon, though the tides for two or three days are frequently represented by that term. And, indeed, it has been observed from experience, that the highest tides are not usually till the third or fourth tide, according as the day or night tides are highest from other causes, after the actual new or full Moon, whereas in speaking of the time of spring tides generally, it is always to be understood of the very day.

The time of high water being accordingly ascertained by observation at each particular port, the next conclusion resulting from thence has been to represent the point of the compass, being first corrected for variation, on the day in which the Moon is at that time. Having therefore determined this, according to the proportion of 11 deg. and a quarter for each point of the compass, pilots and seamen in general have attended to the rule, in laying down the time of high water on the intermediate days between the spring tides. This is, in other words, to allow three quarters of an hour for each point of the compass; and on this foundation it is, that in places where it is high water at noon on full and change days, as at Southampton or Ostend, the tide is said to flow north and south, at 12 o'clock. Thus

also,

also, if the Moon on those days, bears 1, 2, 3, or more points to the eastward or westward of the meridian of any place at the time of high water, the tide is said to flow on such a point. For example, if the Moon bears S. E. at the time of high water at Poole in Dorsetshire, the tide will there be said to flow at S. E. and N. W. and if E. or W. as at Plymouth in Devonshire, it will be said to flow east and west.

But it is a very improper way, to depend on the point of the compass alone, for the time when the Moon is to be at high water, unless it has been converted into time, and ascertained by the interval after passing the meridian. Thus, for instance, if it were understood, that the Moon is always to be east or west, at the precise time of high water at Plymouth, conclusions, the most gross, erroneous, and dangerous, would be the result; because, when the Moon has a high north declination, it may happen that she may not be due east till near 8 o'clock in the morning at Plymouth, which will be almost two hours after high water, and it would on the same day be due west soon after 4 o'clock in the afternoon, which will be nearly two hours before high water. It is needless to enlarge on the danger of abiding by this mode of calculation, without converting it into time at the rate of three quarters of an hour for every point of the compass. But the general and only safe rule, is, to say that it will be high water at 6 hours after the Moon has passed the meridian.

We have now only to add, which must be well known to seamen, that it is high water in some places on the shore, or by the ground, while the tide continues to flow in the fairway, or offing as it is called; by which term is understood that part of the sea, in the neighbourhood or at no great distance from any coast, where the tide's way is not particularly interrupted by the adjacent shore or high land. For this state of the tides, it is customary to say, that the water flows tide and half tide, or tide and quarter tide, and the like; thereby considering the usual run of the tide as 6 hours, and the half tide as 3 hours, &c. When therefore the current or stream of the fairway in the offing of any coast is said to run tide and quarter tide, for instance, it means that the stream runs an hour and a half longer in the offing, than it does by the shore; and consequently, that it does not begin to run so soon any particular way at a distance from the coast, as it does close by the land, by that interval of time.

Having said so much of the means by which the time of high water has been ascertained by observation at the different ports of the known world, it remains only to observe, that these ports have been collected and arranged, in alphabetical order, for the information of seamen; by which they may see at one view the latitude and longitude of such ports, and the precise time when it will be high water there on full and change days. How much the present work is calculated to improve upon this, the scientific or attentive reader cannot be ignorant.

There is yet one circumstance more to be noted, respecting the mode of calculating the time of high water on the intermediate days between the spring tide days. We have observed and demonstrated the extremely dangerous notion of reckoning the tides by the points of the compass for any particular ports, and especially those which are nearest to the east and west; and we shall find another irregularity of considerable importance, by applying too generally and successively the rule of adding 49 minutes daily to the time of high water on each preceding day. We shall illustrate this by two striking examples.

On the 3d of March of the present year (1795), it will be found that by the common method, to which our pilots and seamen in general have been accustomed, the time of high water at Southampton will be at 36 minutes past 9 in the morning; but the time of the southing is considered at that port as the time of high water, which on that night did not happen till 45 minutes past 10. But this must be lessened by about 24 minutes, or difference of a tide, which will bring it back to 21 minutes past 10 for the morning tide of that day; and this will not be till 45 minutes later than is stated by the prevailing common method.

Again, on the 24th of August of the present year (1795), it will be found that by the common method, the time of high water will not be till 8 o'clock in the evening at the port of Southampton; whereas the true time of the moon's southing on that evening, as any one may ascertain if the sky be clear, will be at 26 minutes past 7. Hence it will appear that in this case, the true time of high water at that port will really be 34 minutes sooner than will appear by the common rules of calculation.

Of the Requisites for finding HIGH WATER.

From these premises we are induced to proceed, in laying before our readers the rules and directions necessary for calculating the time of high water at any port, on the days intermediate from one spring tide to another. For this purpose the seaman is usually directed to commit to memory a few rules, which are intended to preserve a knowledge of these essential and necessary particulars of the pilot's skill.

1. *Of the GOLDEN NUMBER.*

It has been found to be an important requisite in the preliminary business of a pilot, to be enabled to find an arbitrary number, called the Golden Number, and sometimes the Lunar Cycle, or Cycle of the Moon. The whole of this term or period is 19 years; and is also sometimes called, the PRIME. The first year of this period was just completed, at the commencement of the christian æra; and from thence the following rule may be laid down, as an easy method of discovering in any year what the number for the year is to be accounted.

RULE. Add 1 to the current year of the Christian æra, and divide that sum by 19; whatever remains, the quotient being here of no account, will be the Golden Number, or Prime for that year.

It obtained the name of the GOLDEN NUMBER, because it was annexed to the old calendars in golden characters.

EXAMPLE. What is the Golden Number for the year 1795? Add 1 to the number, and it makes 1796; divide this sum by 19, and it will leave the number 10 as a remainder, which is the golden number for 1795.

As this rule is universal, there is no need of other examples in illustration of it.

2. *Of the EPOCH.*

The epoch is a number which points out the difference, in an entire number, between the days of the solar and lunar year, consisting of 11 days; for so much longer does the extent of the solar year appear to be beyond that of the lunar year. Or, it is the excess of the solar or true year of 365 days, beyond that of 12 lunar months, or 354 days; by which it will always happen, that when the Golden Number is but 1, the Epoch can be nothing.

Hence

Hence these rules for finding the epact may be deduced; either by knowing first the Golden Number, or otherwise without by finding it.

1. *By knowing the GOLDEN NUMBER.*

RULE. Having found the Golden Number, by the preceding rule, subtract 1 from that number, and divide the rest by 3. If nothing remains, the dividend will be the Epact; but if 1 remains, add 10 to it, and if 2 remains, add 20 to the dividend. If, in this last case, it exceeds 30, reject 30, and the remainder is the number required.

So that if the dividend be 10, there will consequently remain 1; which is once 10 to be added to 10, and the sum will be 20 for the epact.

2. *Without knowing the GOLDEN NUMBER.*

RULE. Divide the current year by 19, and whatever remains divide again by 3; and if nothing remains, the latter dividend, which was quoted by 3, will be the Epact, but if 1 or 2 remain, let 10 or 20 be added to that dividend, and, if occasion require, in the latter case reject 30 as before.

Example 1. What is the Epact for the year 1795, the Golden Number being known to be 10?

Take 1 from this number, and it leaves 9, which divide by 3, and nothing remains, so that 9 must be the epact.

Example 2. Supposing the Golden Number not to be known, what is the method of finding the Epact for any year, suppose for 1795?

Divide 1795 by 19, and there will remain 9, which divide by 3 as before, and nothing will be left; so that the last dividend or 9 will, as before, be the Epact.

3. *To find the MOON'S AGE.*

It is needless to say that this is to be reckoned from the day of New Moon, the knowledge of which is of much importance to seamen in the common and ordinary way of finding high water. The following numbers, added to their respective months, will point out the grounds of a rule to be laid down, for finding the age of the moon. For if the moon changes on the 1st of January in any year, the numbers of the first day of every month of that year, will shew the moon's age throughout it, as follows:

January, 0	May, 3	September, 8
February, 2	June, 4	October, 8
March, 1	July, 5	November, 10
April, 2	August, 6	December, 10.

Hence this

RULE. To the Epact of the year, add the number standing against each month, and the day of the month; and if the sum exceeds 30, reject that number, and the remainder will give the moon's age, or very near it; and if less than 30, that is the age. Add 1 day after Feb. if it be Leap-Year.

Example 1. What will be the moon's age on the 7th of September, 1795?

The epact for this year being 9, according to the preceding examples, the number for the month of *September* is 8, and the day 7; the sum of these is 24, and shews that the moon on that day will be 24 days old.

Example 2. What will be the Moon's age on the 28th of October, 1795?

Add 8, the number for the month of *October*, to 9 the epact, and 28 the day of the month; the sum of these will be 45, from which take 30, and it leaves 15 for the Moon's age on that day.

4. *To find the MOON'S SOUTHING and Time of HIGH WATER.*

By this term is meant the hour and minute when the moon will be upon the meridian of any place on any particular day or night. According to the common way of estimating this time, as understood by pilots and seamen in general, the following rule may be laid down for practice.

RULE. Multiply the moon's age by 4, and divide that product by 5, and the quotient will be so many hours, reckoning from 12 o'clock at noon, and the remainder so many times 12 minutes, to be added to the hours.

Hence it is, that the hour in the tide-table for any particular place, when it is high water on full and change days, must be added to the time of the southing for the time of high water on any other days. If this sum exceed 12 hours and 24 minutes, or the interval from one tide to the next succeeding tide, subtract that time for the tide preceding; but if it exceed 24 hours 48 minutes, as it sometimes will, that time subtracted will give the time of the tide on the day desired.

Example 1. At what hour will it be high water at Plymouth on the 7th of September, 1795?

Multiply 24, the moon's age, by 4, and it makes 96, which divided by 5, gives 19 hours and 12 minutes for the time of southing after the noon of that day; to this add 6 hours, the time of high water on full and change days, and it makes 25 hours and 12 minutes. This exceeds 24 hours and 48 minutes, and the difference, or 24 minutes past noon on that day, is the time of high water according to the rule.

Example 2. At what hour on the 28th of October, 1795, will it be high water at Portsmouth?

Multiply 15 the Moon's age by 4, and divide by 5, and the result will be 12 hours, or the time of southing after the noon of that day, to which add 11 hours 15 minutes, and the sum will be 23 hours 15 minutes. Subtract 12 hours 24 minutes from this sum, and it leaves 10 hours 51 minutes for the time of high water that evening at Portsmouth, by the common mode of computation.

5. *Of the truest and shortest way of finding the Time of HIGH WATER.*

Take out the time of the Moon's southing from some almanack which can be depended on for its truth and accuracy in this respect, in a column set apart for that purpose; to which add the time of high water on full and change days for the port required.

Thus in the first of the preceding examples, the Moon will be on the meridian of Plymouth at 20 hours after the noon of that day, to which add 6 hours, and it makes 26 hours; but if 24 hours 48 minutes be subtracted from this sum, it will leave 1 hour and 12 minutes for the true time of high water on that day, about 48 minutes later than by estimation.

And again, in the second example, the true time of the Moon's coming on the meridian of Portsmouth is at 13 hours past noon, to which must be added 11 hours 15 minutes, and the sum will be 24 hours 15 minutes; so that by deducting 12 hours 24 minutes from it, the time of high water will be at 11 hours 51 minutes at night of that day, which is an hour later than by the general mode.

These

These are sufficient proofs of the great importance of calculating the tides in a way as near as possible to truth; for though the value of five or ten minutes may not be a very considerable object; it is extremely essential, when the difference is from half an hour to an hour in the opportunities it may afford of gaining a harbour, or place of security from stormy weather and heavy seas.

Of some other general Preliminaries.

The confused manner in which Geographical maps and charts have, for the most part, represented the names of the various oceans and seas, requires us to say something on this part of our subject, by way of introduction or general information. A better method, however, is now gaining ground.

However prevalent it may have hitherto been in practice to speak of the Atlantic ocean generally, as comprehending the sea or ocean between the western coasts of Europe and Africa as its eastern limit, and the eastern coasts of North and South America as its western limit; we feel a pleasure in saying, that it has been our object, to distinguish these into the North Atlantic ocean on the north side of the equator, and the South Atlantic ocean on its south side. This last has been sometimes called the Ethiopic or Southern ocean, but we are inclined to favour the distinction of South Atlantic. These distinctions form an additional means of impressing upon the mind the true situation of any coast or particular place in either ocean, so as to point out more readily or communicate more forcibly the idea of their being in North or South latitude. To the Pacific ocean, the same observations are equally applicable; and the distinction between the North and South Pacific oceans is as necessary and important as in the Atlantic, though less known and consequently less familiar to the seaman.

In like manner, it may be observed, of the ocean to the eastward of the Cape of Good Hope, that it is frequently known by the general name of the Indian ocean, from that point of Africa to the south-west point of the extensive island known by the name of New Holland, which latter is not three degrees more to the south than the former. The small islands of Amsterdam and St. Paul, are only about a degree to the southward of the fairway, between these two points, and one of them not quite so much, and but a few degrees to the westward of the middle distance. But the Arabian sea, which washes the south coast of Arabia, between the straits of Babelmandel and the western coast of India, has been sometimes described under the general name of the Indian ocean, a few instances of which may probably have escaped our notice in the following work. Yet we trust that these are neither so numerous or important, as to occasion any difficulty or doubt in ascertaining to what situation they really appertain. It will also sometimes occur in this work, that islands, ports, or places which are situated to the eastward of Sunda and Malacca Straits, as far as to Endeavour Straits between the north point of New Holland and the south coast of New Guinea, are described as lying in the eastern Indian ocean, in that track of sea or ocean which has commonly been known by the name of the Dutch East Indies. This is usually confined to about 10 degrees to the southward of the equator, and to nearly as much on the north, excepting to the north-east along the continent from the straits of Malacca, which is known by the name of the Chinese Sea.

It is perhaps needless to mention that the ocean, supposed to be near the North Pole, is sometimes called the North Frozen ocean, or Arctic Sea, as that

that near the opposite pole has been called the Antarctic Sea, or South Frozen Ocean. But the latter is not considered as affording any thing inviting to European seamen; and the former is more frequently understood by them under the name of the Greenland seas. This last name, indeed, is confined to those parts of it which lie to the north and north-west from Europe; whereas the general name of Arctic Sea comprehends all the sea to the north of Siberia, along the north coasts of Asia quite to the opening of the straits between Asia and America, and extending eastward as far as into 105 deg. of west longitude. Of the coast of this sea, from about 10 deg. of west longitude, and about 78 deg. of north latitude on the east coast of Old or West Greenland, to this point in longitude 105 deg. west, and about 71 deg. of north latitude, which is not more than about 23 deg. west from the west side of Baffin's bay, and the direction it takes, is a matter still unknown to European navigators.

But we may take notice of some smaller seas and oceans, which are known by distinct names; as the English channel, along the south coast of England, the British ocean, sometimes called the German ocean, to the north of the straits of Dover, and the North sea, between the east coast of Scotland, including some of the English counties to the Humber, and the coasts of Germany, Denmark, and Norway.

Of the smaller parts of the ocean, known by the name of seas, straits, and bays, it may be generally unnecessary to take notice here. The Mediterranean and Baltic Seas have been mentioned already in our account of the Tides; and the Euxine or Black Sea, to the northward of the straits of Constantinople, and the Sea of Azoph to the north-east from that, may be considered as inland seas. Of this last description is the Caspian Sea of Asia; and the Red Sea and Persian gulf can scarcely be entitled to any other character. But, probably, it may not be improper to mention the Bay of Bengal on the south, with the Kang or Yellow Sea of China, the Gulf of Korea, and the Sea of Kamschatka, or Ochotsk, all upon the western coast of what may be deemed the North Pacific Ocean; or the east coast of Asia. On the coast of America, we may reckon, Davis's Straits, and Baffin's Bay, with Hudson's Straits and Bay to the westward from the former, and the Gulf of St. Lawrence on the west side of the island of Newfoundland. The Gulf of Mexico, between North and South America, may also be mentioned, and the Gulf of California, on the North Pacific Ocean, across the Isthmus nearly to the west of it. On parts of the ocean still smaller, or subdivisions still more minute, it cannot be necessary to make any observations here.

OF THE SEVERAL COASTS OF THE KNOWN WORLD.

On this branch of our subject, much general information may be expected, of particular importance to explain and illustrate the descriptive parts of our work. But this must be more or less minute, in proportion to the knowledge we have of any particular coast, or the degree of consequence in which it ranks as a commercial or place of maritime resort.

Of the Coasts of EUROPE.

Beginning with Great Britain, we must of course take England as our first object; in which, to comprehend the whole together, we shall begin our observations at the mouth of the river Thames, and run northward along the east coast as far as Berwick upon Tweed, and then, returning to the Thames, proceed

proceed westward to the extremity of Cornwall, and thence on the west coast, along Wales, to Solway Frith.

The River Thames separates the two counties of Kent on the South and Essex on the North; and the extremity of the latter county is at Harwich, on the south side of the mouth of the River Orwell. Languard Fort, which commands the entrance to that port, is on the SUFFOLK side, on a point of land, and forms the south limit of that county along shore. The north boundary of Suffolk on the coast is Yarmouth, at the mouth of the River Yare, as the name imports, the entrance to it being commanded by a fort to the southward of the town. NORFOLK county succeeds to this, which trends to the west of North, and more westerly till on its north coast it lies due West, and afterwards South-west to the Holland Wash and Boston Deep, on the Lincolnshire coast. The termination of the Norfolk coast is at the mouth of the Wisbeach River, or the Little Ouse, which runs due north to the Wash. The coast of LINCOLNSHIRE, which begins here, runs three leagues farther to the bottom of this Wash or Deep, and then trends away to the North-east to the coasts in the vicinity of Wainfleet and Burgh, whence it trends North-west to the Humber River, which becomes a boundary to this county on the South and to the coast of Yorkshire on the North.

The Spurn Head or Point is the South-east extremity of the county of YORK, and the North-east limit or entrance of the River Humber. The coast trends away at about N. N. W. to Flamborough Head, a noted promontory, and then about W. N. W. to Filey Bridge or Ledge, where the division of the East and North Ridings takes place, a few leagues to the southward of Scarborough. The coast runs along to the North-west, as far as to the mouth of the Tees River below Stockton. This forms the boundary between Yorkshire and DURHAM county, along which the coast runs almost North, being only about a point westerly, to the mouth of the River Tyne, which is the north boundary of that county. Tinmouth, on the north shore, is in the county of NORTHUMBERLAND, the coast of which county runs away at N. by W. and N. N. W. nearly to Berwick upon Tweed, which forms the point of separation, or nearly so, of England from Scotland.

Commencing our view, on the other coast, at the mouth of the River Thames, the north coast of KENT trends away easterly to the North Foreland, whence it first takes a south direction to the South Foreland, and then South-west to Dungeness. It is nearly due West from hence to Rye Haven, where the coast of this county terminates, and the coast of SUSSEX begins. From this port, after doubling the south point, the coast trends about S. W. by W. or a little more westerly towards Beachy Head, when it trends due West to the mouth of Chichester harbour, which is the western limit of this county. At this place on the West commences HAMPSHIRE, to which Thorney and Haling islands belong. The Isle of Wight is an appendage also to this county, the coast of which extends to the West of Christchurch a few miles on the road towards Poole, where a small brook forms a chine on the coast, but of no moment to seamen. Here we are to fix the eastern limit of DORSETSHIRE, the coast of which is very irregular, being first inclined to the south of West towards Poole harbour, and then South to Durlstone Head; and then W. and N. W. and again W. to the harbour and port of Weymouth, forming by this southern peninsula what is called the Isle of Purbeck. Including the Isle of Portland, which runs out far South from Weymouth, the coast from the south point of the island trends away to the N. N. W. and N. W. to Bridport haven, and from thence West to Lyme. A very little on the west side of that port is the boundary between the counties of Dorset and Devon. The coast of DEVONSHIRE passes by Axmouth, Sid-

mouth, and Exmouth, to which last it does not very much vary from a western direction. It then, though somewhat irregularly, trends away very much to the South, so that the bearing from Exmouth to the Start cannot be above a point or a point and a half to the westward. Here the coast again turns nearly West a few miles, passing Salcomb haven, to the Bolt Head, and then N. N. W. or perhaps more northerly to Plymouth. On the W. side of the Sound so called, is the limit of Devonshire on that side. To this CORNWALL succeeds on the west, the south coast of which is somewhat irregular, but runs out southerly to the Lizard point, a well known promontory, of what seamen call Table Land; and thence about N. W. to the Land's End. From hence the north or north-west coast of Cornwall trends away in the direction of about N. N. E. towards Hartland Point, about five or six miles south of which is the limit between Cornwall and Devonshire on that coast. The north coast of DEVONSHIRE from the Point takes a direction more easterly, till it approaches the limit or boundary of SOMERSETSHIRE, which is about two-thirds of the distance between Comb Martyn in the former and Porlock in the latter. The coast now trends nearly due East to Botehall Point, and thence north-east to King Road below Bristol, which is the termination of the county that way; which coast may be called the south coast of the Bristol Channel. Hence this channel takes the name of Severn River, and may be considered as inland. GLOUCESTERSHIRE now becomes the southern coast of this river, as it is also the northern from the East to the River Wye, which goes up north-easterly to Chepstow, and forms the limit between Gloucestershire and Monmouthshire.

The south-east coast of MONMOUTHSHIRE is the north-west coast of the Severn River or Sea, as it is sometimes named, extending as far as to the mouth of the River Rumney. This divides it from GLAMORGANSHIRE, in which Cardiff stands near the shore on the west side of the river. The coast, after running three or four leagues to the south-west of Scilly Island, turns to the north-west of Swansea bay, and round the peninsula on the west northward to a gulf within Whitford Point. This forms the boundary for CARMARTHENSHIRE, and is the eastern limit of the bay so called; in the north-west angle of which bay, to the north of Tenby, is the division from PEMBROKESHIRE on the west. The coast of this county runs south from hence to Caldey island, and forms the west side of Carmarthen bay, and then W. and S. W. to St. Gowan's Point. It now trends irregularly to N. W. to Milford Haven, St. Bride's Bay, and to St. David's Head; whence it again turns to the N. E. to the mouth of the River Tivy below Cardigan. We now proceed along the coast of CARDIGANSHIRE from this limit to the N. E. to Aberdovy, where the county of MERIONETH commences; which coast runs up to the North a little westerly, to the bottom of Traethmawr bay, the northernmost branch of the extensive bay of Cardigan, at the mouth of Fairles River. The coast of CAERNARVONSHIRE lies from hence at S. W. by S. to Bardsey Island, and from thence, after doubling the point, nearly north to the mouth of the Menai straits, or Caernarvon Bay. The island of ANGLESEY lies to the N. W. of this strait, which, with the small island of Holyhead, forms the most westerly land of this coast, though not so far west as St. David's Head in Pembrokeshire. From the north or north-east end of Menai straits, after doubling the land to the eastward round Orms Head, is the north coast of DENBIGHSHIRE, as far as the mouth of the Clyde River; and from thence the coast of FLINTSHIRE succeeds round the head, and along the south-west shore of the River Dee.

Having now finished the coast of Wales, the coast of Cheshire, as an English county, is but of short extent, from the point of the mouth of the River

Dec to the south or south-west point of the mouth of the Mersey, which separates it from LANCAHIRE. This county stretches along to the north, on the coast of which we meet with the mouths of the Rivers Ribble and Lune, and the æstuary of the Cartmel and Ken sands, where a small part of WESTMORELAND descends to the coast, and divides a small part of Lancashire on the west from the rest of the county. This detached part of the county forms the west coast of the æstuary, and runs up into land to the north, but is narrow along shore. Duddon River on its west side is the limit between it and CUMBERLAND, which runs up to the northward in the form of a bow, to Solway Frith and the mouth of the River Eden below the city of Carlisle.

The whole coast of England and Wales being now divided into its counties, we shall be more brief in those of Scotland; beginning at the Frith where we have parted with the English coast, and running along the west side of the kingdom, come round by the north down the eastern coast till we terminate at Berwick.

The Shire of DUMFRIES is the most easterly county on the north side of Solway Frith. The River Nid, which falls into the Frith below the town of Dumfries, separates it from KIRKCUDBRIGHTSHIRE on the west, as that again is divided from WIGTONSHIRE on its west by Wigton bay. The Mull of Galloway is the extreme south-west point of Scotland; from whence the coast turns north to Loch Ryan, within Fairland point, which divides this shire from AIRSHIRE on the north; which county extends at N. by E. along the east side of the Frith of Clyde. The two islands of Bute and Arran are on the west side of the Frith. To the west of the last is Cantire, the south point of which called the Mull of Cantire being the south part of ARGYLESHIRE, and is nearly S. W. from Arran Isle. The coast, along its west side, runs due north to the sound of Jura, on the west side of which sound are the islands called Isla and Jura. Mull island, and the Sound of Mull are to the north and north-west from the north end of this sound, and the westernmost land of Argyleshire. Round a point in about 57 deg. N. the land trends in to the east, where it forms a boundary to the large shire of INVERNESS, extending quite across the kingdom to the Murray Frith. As in other parts of this sea, here are several islands to the westward from the coast; but the Sky islands which run off to N. W. from that point of the county are the most considerable. The limit is nearly due west, a little south, from the Murray Frith on the opposite coast. ROSS-SHIRE is the next shire on the north, which first inclines to the N. W. within the Sky islands; and then passes away to N. N. E. to Calvo Bay, where it divides on the coast from SUTHERLANDSHIRE; the coast of which last shire extends to Cape Wrath on the extreme point to N. W. and then due east or nearly so, with intermediate lochs and bays to Strathay Bay, where it joins CAITHNESS-SHIRE. This last county forms the N. E. part of the kingdom of Scotland, unless we are to include the Orkney and Shetland islands. Ord Head, near the mouth of Henkisdale River is the southern limit of this shire, in the direction of about S. S. W. from Dungsby Head, the extreme N. E. point. SUTHERLANDSHIRE Coast then comes in again here to the bottom of Dornock Frith; and the peninsula of the east side of Dornock Frith is a part of ROSS-SHIRE which also extends to the eastern coast of the kingdom, where it stretches down to Murray Frith, except that the small shire of CROMARTIE, which it surrounds on all sides but to seaward, comes in along the coast. The shire of NAIRN, which joins to Invernesshire, on the west of Fort George, then goes east in the direction of the coast, to the mouth of Findorne River; and to the east of that is MURRAYSHIRE, extending to Spey River. BAMFFSHIRE Coast extends from Spey due east

to **DOVERN RIVER**; and **ABERDEENSHIRE** stretches east to **Kinnaird's head**, and thence S. E. to **Peterhead**, and then S. S. W. to the **River Dee** at **Aberdeen**. **MEARNS-SHIRE** extends from **Aberdeen** at about S. S. W. to the **North Esk River**; and **ANGUS SHIRE** in the same direction nearly to the **Frith of Tay**. **FIFESHIRE** then comprehends the peninsula between this **Frith** and the **Frith of Forth**, extending along the east coast at about S. S. E. to **Fifenefs**, and then W. S. W. along the north shore of the **Frith**. On the south coast of the **Frith** is **EDINBURGHSHIRE**, and to the east of that is **HADDINGTONSHIRE**, at the extreme north east point of which shire is **North Berwick**. **Musselburgh** is situated near the limit between the two last mentioned counties; and between **Dunbar** and **St. Abb's head** on the south-east, is the boundary between **Haddingtonshire** and **BERWICKSHIRE**. It is almost needless to say, that the town of **Berwick** is the extent of the last, and the limit between **Scotland** and **England**.

We shall now proceed to the coast of **Ireland**, beginning with **Dublin**, the capital city of the whole kingdom, after which the county of its name is called **TO DUBLIN**, on the east coast of the kingdom succeeds to the northward **East Meath**, **Louth**, **Down**, and **Antrim**, at the north-east extremity; on the west of which last, along the north coast, are **Londonderry** and **Donegal** counties; after which, on the west coast, and to the south-west of the last, is **Sligo**, **Mayo**, and **Galway**, then **Clare** and **Kerry**, which comes down near to the south-west extremity. To the eastward, along the south coast, are **Cork** and **Waterford**; then **Wexford** at the south-east; and to the north of that is **Wicklow**, or the next county on the south, and along the east coast of **Ireland**, to the county of **Dublin**.

Proceeding to the continent of **Europe**, we should begin with **Norway**, at the **North Cape**; but this coast is so far north and so very little frequented, that it will abundantly suffice to mention two or three places in succession to the southward, as **Surroy**, **Maellstroom**, **Drontheim**, and **Christianfund**, **Stat Land**, **Bergen**, and the **Naze**, at the entrance of the **Scaggerac sea**, or the ocean which leads to the **Cattegate** and the opening into the **Baltic sea**.

As we shall not have another opportunity of mentioning it in this general view, the islands of **Spitzbergen**, or **East Greenland**, is considered as belonging to **Europe**. We may here also briefly state the coasts of the **Baltic** from the **Naze** point, within which to the N. E. is the coast of **AGGERHUVS**, and on the east coast to the southward that of **BAHUS**. **WEST GOTHLAND** and **SCHONEN** follow to **Falsterborn** point, or the opening to the **Baltic**, round which to the N. E. or the west coast of the **Baltic**, are the coasts of **BIEKINGA**, **EAST GOTHLAND**, **SUDERMANIA**, **UPLAND**. To these on the north are **GESTRICIA**, **HELSINGA**, and **MEDELPADIA**, on the west shore of the **Gulf of Bothnia**, as far as to 63 deg. of north latitude. **EAST BOTHNIA** and **FINLAND** are on the east coast of the same gulf; and a part of the **Finland** coast, with **NYLAND** and **CARELIA**, form the north coast of the **Finland Gulf**, as far as to **Petersburgh**, to the south-west of which is **INGRIA**. **LIVONIA** on the west not only forms the south coast of the **Finland Gulf**, but extends southward round the westernmost point to the bottom of **Riga Gulf**. **COURLAND** is to the westward of that, comprehending the west coast of that gulf, and also trending southerly from the point on the east coast of the **Baltic**; a small extent of **SAMOGITIA** succeeds to it, nearly to **Memel**, and next the coast of **Prussia**, including **Dantzic Gulf**. On the south-west is the coast of **POMERANIA**, as far as **Stralsund**, and then **HOLSTEIN** as far as to the southward of **Funen Island**. From hence **SLESWICK** and **JUTLAND**, run up north to the point of the **Scaw**.

scaw, which forms the south side of the entrance from the Scaggerac into the Cattegatt Sea.

To the south of the entrance to the Scaggerac sea, is the peninsula of Jutland, Sleswick and Holstein, the last of which is limited by the River Elbe; on the south side of which is the district of Bremen in Germany, being bounded by the River Weser on the south-west, in which direction nearly the coast trends away towards the mouth of the Ems River, and the entrance to Embden and the Dollart sea, at the north-east extremity of the Low Countries. The coast then turns west along Groningen and West Friesland to the opening into the Zuyder Zee within the Texel islands; along the outside of which the coast turns again nearly south to the mouth of the Maese, and thence S. W. without the islands of Zealand as far as Sluys. The coast goes on in that direction nearly to Calais, opposite to Dover on the English shore. Being now come to the north coast of France, or the south shore of the English channel, it trends off south, a very little westerly to Dieppe, and from thence to Havre de Grace at the mouth of the Seine River. The coast afterwards turns West and north of west to Cape de la Hague, and again turns South a little east to Cancale bay, where it once more trends to the west, with some variation, till it bends south-west towards the island of Ushant, off the north-west extremity of France. What is called the West coast of France, extends from hence to the bottom of the bay of Biscay near Bayonne, in the direction of about S. by E.

The coast from hence turns due west, or a little north of west to Cape Ortegal, and may either be called the North coast of Spain, or the South shore of the bay of Biscay. It then changes S. W. to Cape Finisterre, and afterwards to Minho River due South, which divides Spain from Portugal. These coasts comprehend Biscay, beginning from the eastward, with Asturias, and Galicia. With a small bow the coast of Portugal is south to the mouth of the Tagus or the River of Lisbon, which direction it continues nearly to Cape St. Vincent; from whence it changes due east to the mouth of Guadiana River, which here again divides Portugal from Spain. From hence to the straits of Gibraltar, the coast trends about S. E. by S. passing along near Cadiz, and is called the coast of Andalusia.

To continue the European coast, the northern shore of the Mediterranean, within Gibraltar straits, extends variably towards the north-east; having first, the coast of GRANADA as far as to Portilla, at N. N. E. from Cape Gates, and then MURCIA, extending round the point to the eastward of Carthagea. VALENCIA, sometimes called the kingdom of Valencia, extends from hence northward nearly to Sofa bay; and CATALONIA stretches away at N. E. to Cape Creux to the northward of Rosa bay.

The south coast of France now again comes in, when the coast of ROUSSILLON stretches north, a little westerly towards Narbonne, this sea being usually called the gulf of Narbonne. The inlet or lake between Salce and Leucate, to the north of Perpignan, is the limit between Roussillon and LANGUEDOC; the coast of this last extends again to the N. E. by Montpellier as far as the mouths of the River Rhone. On the east side of that river is PROVENCE, which stretches by a circular coast to Toulon and the Hieres, and thence to Nice, which forms the boundary of Italy at the mouth of the Var.

PIEDMONT possesses a small space of coast to the eastward of Nice as far as Ventimiglia; after which GENOA, round the gulf of its name, possesses a long extent of coast, as far as the Gulf de Mayre or Massa. LUCCA next possesses a small space of coast, and TUSCANY, which commences to the north-

north-west of Leghorn, stretches away to the south-east nearly to Orbitello. Here the coast on this side commences belonging to the STATES of the CHURCH, or Pope of ROME, extending as far as to Terracina on the east of Mount Cerelli, in the direction of S. E. The Kingdom of NAPLES next succeeds, which comprehends all the extremity of Italy on both coasts, and as far to the north-west on the coast of Italy in the Gulf of Venice, as to Fronto River. On this side, the STATES of the CHURCH extend to the mouth of the River Po, where the Coast of Venice commences, which then begins to turn round to the north and north-east, as far nearly as to Aquileia.

Here commences the Gulf of TRIEST, in the north-east angle at the very bottom of the Gulf of Venice or the Adriatic Sea. the coast being called by the name of CARNIOLIA, on the south-east of which is the peninsula of ISTRIA. To the east succeeds on the south-east the Gulf of Quarnero, in which are several islands running parallel to the shore, being long and narrow, and the coast known by the name of MORLACHIA, which belongs to Turkey in Europe. DALMATIA succeeds to this also on the south-east; and ALBANIA in the same direction from that. EPIRUS, ACHAIA, and the MOREA, successively follow to Cape Matapan, or the extreme south point of the peninsula of Greece. The coast doubles round by Cape St. Angelo on the east side towards the north, to the Gulf of Napoli and the Gulf of Engia or Angia, sometimes called the Gulf of Corinth. From the bottom of this gulf to that of Lepanto on the west side is but a very narrow isthmus, the land to the south forming the peninsula of the Morea. The Archipelago sea is on the east between Greece and the coast of Asia; but the land of Greece still inclines round the capes to the north-east as far as to the south-east extremity of the large island of Negropont, when it runs up to the north-west to the Gulf of Salonichi. From thence it trends north-east, or more easterly, to the Gulf of Contessa; from the bottom of which the coast changes east to the Gulf of Caridia, to the south of which is the opening of the strait of the Dardanelles, into the sea of Marmora up to Constantinople. From the Gulf of Corinth hither has been comprehended under the general name of ROMELIA; but, more distinctly considered, ATHENS; the east coast of ACHAIA, and THESSALY, succeed on the west side of the Archipelago; MACEDONIA on the north-west, and ROMANIA, or the ancient Thrace, on the north.

We should here terminate our general view of the coasts of Europe, did we not judge it necessary to observe, that the west and north coasts of the Black sea, through the straits of Constantinople, are also in Europe; where we meet with the eastern limits of ROMANIA, BULGARIA, and BESSARABIA, belonging to Turkey, extending to the River Dniester, to which BUDZIAC TARTARY and LITTLE TARTARY, with the peninsula of the Crimea, succeed on the north coast of that sea; the coast of Little Tartary forming also the north-west coast of the sea of Azoph, which is also within the limits of Europe. But these seas are little known, except to the Russians and Turks, and therefore need not be particularly noticed.

Of the Western Coasts of ASIA.

Commencing our view of the coasts of Asia, we may begin with the Sea of Azoph and the Black Sea, on the east coasts of which we meet with Circassia; to which succeeds ARMENIA on the south of the latter sea, and NATOLIA or ANATOLIA on the west and south-west of it, along the east coast of the straits of Constantinople, to the southward from the Dardanelles,

CARAMANIA

CARAMANIA succeeds to this to the south, and extends eastward towards Scanderoon at the north-east angle of the Levant coast. The coast from hence turns due south again, forming the eastern extreme coast of the Mediterranean, or the west part of SYRIA; to which succeeds PALESTINE, changing a little to the west of south, as far as the mouth of the River of Egypt, or the easternmost branch of it below Pelusium, now called Damietta. This is the extent of Asia in this sea.

Of the Coasts of AFRICA.

Leaving, therefore, for a time the coasts of Asia, which here seem to forsake us, we will run westward along the north coast of Africa, where EGYPT, the first country on the eastward, salutes us. But we have no knowledge of the coast farther west than to Alexandria, though the coast of Egypt is said to extend to Alberton to the westward of Cape Carabea, where the coast of TRIPOLI commences, considered as one of the states of Barbary by geographers. This comprehends a great extent of coast, as far to the westward as the Gulf of Gabes, which is nearly due south from Cape Bona. The coast of TUNIS, another of the Barbary states, runs northward from this Gulf to Cape Bona, and thence westerly as far as the Seven Capes, in about eight degrees of east longitude. Here commences the coast of ALGIERS, another of the Barbary states, which stretches along to the west and south-west, to the bottom of the gulf, in which near the coast are the Zaffarines islands, at south-east from Cape Three Points, or De Tres Forcas. The coast of MOROCCO or FEZ there begins, and stretches to the straits of Gibraltar, by Ceuta and Tangier, and to the south-west without the straits as far as Cape Non; this is the most westerly of the Barbary states. The desert of ZANHAGA is to the southward of this; and to the south of that is SENEGAMBIA, which begins at the island and fort of St. Louis. The coast of the kingdom of MANDINGHOS is farther to the south, on which is the settlement of Sierra Leone. To this succeeds, as the coast trends to the eastward, being known by the general name of the coast of UPPER GUINEA, the GRAIN coast, the IVORY TOOTH coast, the GOLD coast, and the SLAVE coast, extending as far as to the Gulf of Guinea. To these succeed towards the south-east, the kingdoms of Benin, comprehending CALABAR and CALBONGOS; and to the south of the equator are LOANGO, CONGO, ANGOLA, and BENGUELA, the coast trending a little to the east of south, which last reaches to about 15 deg. of south latitude. From thence to the south is the coast of the CIMBEBAS, after which the coast is desert, and little known till the approach to the Cape of Good Hope, on each side of which the country is called the coast of the HOTTENTOTS.

Being now advanced into the eastern ocean, the coast of MONOMOTAPA succeeds, including NATAL, FUMOS, INHAMBANE, and SOFALA; after which MOZAMBIQUE, ZANGUEBAR, AJAN or SAMHAR, and ADEL follow, to the entrance of the straits of Babelmandel, where the coast of Africa, facing the eastern or Indian ocean terminates. Of the large and extensive island of Madagascar we need only say, that it runs almost parallel to this coast, about N. N. E. off the coasts of Monomotapa and Mozambique, from 4 to 7 degrees of longitude on the eastward; the space between is frequently called, the channel of Mozambique.

INTRODUCTION.

Of the South and East Coasts of ASIA.

The coast of ARABIA FELIX extends in the direction of N. E. by E. from the mouth of the Red Sea to the opening of the Persian gulf; the south coast of Persia then turns nearly east to the River Indus, which is the boundary to the country of Hindostan. This runs down to the south-east by the Gulfs of Cutch and Cambaya, and so more south by Bombay and Goa along the MALABAR coast of the Peninsula of India to Cape Comorin; from whence, round the island of CEYLON, the coast runs up north and north-east along the coast of COROMANDEL with GOLCONDA, the FIVE CIRCARS, ORISSA, and BENGAL, on the west side of the bay of Bengal, at the bottom of which it passes the mouths of the Ganges. The coasts of CHITTIGONG, ARACAN, and AVA, in the kingdom of PEGU, are on the east side of the bay, with MARTABAN, TANAS, SARIM, and QUEDAH in the long and narrow peninsula of MALACCA; the last being along the coast within the straits of Malacca into the eastern Indian Ocean. The large and extensive island of Sumatra forms the other side of these straits on the south-west, and runs out to the straits of Sunda, between the south-east end of Sumatra Island, and the west end of Java Island.

Being advanced into the eastern Indian Ocean, we shall only observe of the large and numerous islands here, that they form various straits and channels, of which we cannot in this place take notice. Turning up the coast, therefore, from the south-east extremity of the Malacca Straits, the eastern coast of the Peninsula of Malacca turns to the N. N. W. into the Gulf of Siam, of which, after running up from 1 deg. to 14 deg. of north latitude, it forms an east coast down to Point Camboja in about 9 deg. where it again trends to the N. E. to Cape Avarilla. The bottom of the gulf may be called the coast of SIAM, and this last-mentioned coast is known by the name of CAMBODIA, from the mouths of that river which here discharge its waters into the China Sea. Hereabouts commences the coast of COCHIN CHINA, which turns N. N. W. then QUINAM succeeds, and afterwards TONQUIN, along the bottom of the Gulf of Tonquin, where the coast again passes to the N. E. After doubling the island of Hainan, CANTON succeeds to the N. E. then FOKIEN, CHEKIEN, and SHANTON; which last forms the west coast of the opening to the Yellow Sea, which runs up into a gulf towards Peking. The Peninsula of KOREA is on the east of this sea, and on its east side the Gulf of Korea, within the islands of JAPAN on the north-west. Jesso Isles, which form the straits so called, between them and the coast of EAST TARTARY, are to the north-east, along which coast to the N. E. and N. is the course to the large and open sea of Ochotsk, in the north and north-west parts of which are the KORIAKS. The Peninsula of KAMTSCHATKA makes the east boundary of this sea, to the point of which the Jesso and Kurile Islands form a chain from Japan. The coast from this point runs N. E. by the sea of Kamtschatka, along to the Gulf of Anadir, the country between belonging also to the KORIAKS in this eastern part; the north coast of which gulf turning to the east and south of east, afterwards trends about to the northward to East Cape, which is the point of Beering's Strait on the west side between the easternmost point of Asia and the westernmost point of America. Here, therefore, we shall conclude our general remarks on the coasts of Asia.

Of the East Coasts of NORTH AMERICA.

Beginning from the north, we can only observe in general, that the large peninsula to the east of Davis's Straits and Baffin's Bay is known by the general

general name of GREENLAND, and sometimes its east coast is called OLD GREENLAND. For the dreary country on the north of Cumberland Straits round Cape Walsingham, we have no distinct name; but that to the south-east from Hudson's Straits to the straits of Belleisle, at the north end of Newfoundland, is known by the name of the LABRADOR Coast, as well as the north coast of the Gulf of St. Lawrence. Sometimes, however, this last is called the coast of ESQUIMAUX or ESKIMAUX, and extends northward without the strait as far as to Cape Harrison, the north point of the entrance into the great bay of Eskimaux. On the main continent, on the west side of the Gulf of St. Lawrence, is the country or coast of NEW BRUNSWICK, on the south of Chaleurs Bay, and NOVA SCOTIA eastward of the bay of Fundy, running up to the north-east nearly to Cape Breton Island. The extensive coast of NEW ENGLAND succeeds to New Brunswick on the south-west; in which are comprehended the coasts of NEW HAMPSHIRE, MASSACHUSETT'S, RHODE ISLAND District or State, and CONNECTICUT. To these on the west succeeds NEW YORK, which has but a small extent of coast, to the eastward of the city and island of its name, and that is up the East River, or passage into Long Island Sound. On the west and south is the coast of NEW JERSEY, as far as to Cape May, the northern point of the entrance into the River Delaware. The coast of MARYLAND then stretches along southerly to Cape Charles, the north point of the entrance into the Chesapeake River or Bay; but some divisions of the country make the coast down the west side of the Delaware River by Cape Hinlopen, and two or three leagues to the south of Rehoboth Bay to belong to PENNSYLVANIA, which diminishes the extent of the Maryland Coast, as just represented. VIRGINIA next succeeds from Cape Henry, the south point of the Chesapeake, which has but a very small extent of coast, as far as to Currituck Inlet, or the northern part of Currituck Sound; after which NORTH CAROLINA stretches along to the south and south-west to the westward of Cape Fear, near Little River, where the coast of SOUTH CAROLINA begins, and stretches away to Savannah River. This is the boundary, for a long way up the country, to GEORGIA, the coast of which extends to the south as far as Fort St. George, to the north of St. Augustine. Here the coast of EAST FLORIDA begins, which comprehends the peninsula, and here forms the west shore of the channel of Bahama or Gulf of Florida, from Cape Canaveral to Cape Sable, or the south point. The other coast of the peninsula forms the east boundary of the Gulf of Mexico, and in the very bight of the gulf, in the north-east angle, comes in the small river of St. Mark into Apalachy Bay, which is the limit on the coast between East and WEST FLORIDA. This extends westward to the mouths of the Mississippi, on the west side of which is LOUISIANA or NEW ORLEANS, as far as to Cape North, and to that NEW MEXICO succeeds; and on the west end of the Gulf NEW LEON is to the south west and south, and PANUCO or GUASTECO to the south of that. The coast of TLASCALA next succeeds, near the south-west angle of the gulf, and to the eastward of it, at the bottom of the bay of Campeachy are the coasts of GUAXACA and TABASCO. The peninsula of YUCATAN then succeeds to the north-east, stretching first nearly N. to Cape Concededo, then E. to Cape Catoche, and then S. S. W. into the bight or bay of Guanacos, in the bottom of the great bay of Honduras. Here commences the coast of VERA PAZ, and of HONDURAS to the east of it, round the cape of its name to Cape Gracias a Dios. The coast of NICARAGUA commences a little to the south, in the direction of the land from this cape; to which succeeds COSTA RICA, and VERAGUA to the south-east and east of that. This nearly completes the coast of North America on the east side, and round the Gulf of Mexico.

INTRODUCTION.

Of the Coast of SOUTH AMERICA.

Having now approached the isthmus of Darien, where the limits of North and South America commence, the coast falls away from thence to the south-east into the Gulf of Darien. The coast of Carthagená then trends from the gulf to the north-east to Cape Galera, and of ST. MARTHA from thence east nearly to Coquibacoa, or the west point of the entrance into the Gulf of VENEZUELA, within which, and to the eastward from Cape St. Roman, the east point of that entrance, is the coast so called. To this succeed the coasts of CARACCAS and COMANA, and to the southward of Trinidad Isle is PARRIA. All these from Carthagená hither are known by the general name of the coast of TERRA FIRMA.

NEW COMANA, on the south of the Oroonoko River and Islands next succeeds, and to the south-east are DUTCH GUIANA, FRENCH GUIANA, and PORTUGUESE GUIANA successively, to the north coast of the River Amazons. From hence eastward to Cape St. Roque is called the NORTH COAST of BRAZIL; from Cape St. Roque southward to Cape St. Thomé is the EAST COAST of BRAZIL; and from Cape St. Thomé to the Isle of St. Catherine, in the direction of south-west is the SOUTH COAST of BRAZIL. From hence the coast of PORTUGUESE PARAGUAY stretches along to S. S. W. to the River La Plata. To the southward the coast trends a little westerly, which is called THE DESERT COAST, as far as to PATAGONIA, in approaching the STRAITS of MAGHELLAN; on the south of which is the island of TERRA del FUEGO, and on its east is Le Maire Strait and STATEN Island. The coast of Patagonia extends northward on the west coast or South Pacific Ocean as far as to the Chiloe Islands, where the coast of CHILI begins and goes north to the River Salada, beyond which on the south of Cobija, in about 23 deg. of latitude south is the limit. Here the coast of PERU commences, and extends to about 2 deg. of north latitude. From hence northward the coast of POPAYAN stretches to the east part of Panama Bay, and DARIEN to the north of that bay; near which is the termination of the South American Coast.

Of the West Coasts of NORTH AMERICA.

From Panama Bay the coast begins to turn westward, and is known by the name of the VERAGUA Coast, as on the south coast of the Caribbean Sea; to which on the north-west is COSTA RICA, NICARAGUA, and GUATEMALA, as far as to the bay of Tecoautepec. Then succeed GUAXACA, TLASCALA, MEXICO Proper, MECHOACAN, ZALISCO, and GUADALAJARA. NAVARRA is to the north-west of the last, within the Gulf of California; and the peninsula of CALIFORNIA is on the west side of the gulf, parallel to Navarra. To that succeeds the coast of NEW ALBION; and the coast trends to the west of north to Cape Flattery and Nootka Sound, without any particular name. It then trends about N. W. to Nepean's Sound, and so on to Prince William's Sound in latitude 60 deg. north; then turns S. W. to the mouth of Cook's River, and stretches on in the same direction to the point of Oonalathka or Oenemac, or the south-east side of the peninsula of Alaska. Bristol Bay is on the north west side of the peninsula, and the coast then nearly makes good a northerly direction to a bay between Cape Stephens and Cape Rodney. It turns from thence about N. W. to Cape Prince of Wales, which is the most westerly point of the whole continent of North America; this, with East Cape on the coast of Asia, distant only about 14 leagues from each other, form Beering's Straits, which is the passage from the North Pacific Ocean to the Arctic Sea, as was observed in concluding our account of Asia.

General

General Observations, of Importance to PRACTICAL NAVIGATORS.

It is evident, that in a Work of this nature it must be impossible to incorporate every useful and necessary circumstance in an alphabetical form; a few general observations may therefore be not improperly inserted in the introductory part of this performance. The preservation of ships cables, as well as the other means of preventing danger to vessels at sea or at anchor, being considered as necessary and important to the Seaman, we have endeavoured to collect and bring them into one point of view in this part of the work. But as an highly curious, though perhaps not most generally useful piece of information, we shall first introduce the method used by the captain of a merchant ship, which had sprung a leak, and admitted four feet water in an hour, to obviate the effects without unloading the cargo; by which she was enabled to cross the North Atlantic Ocean with safety from Virginia to London. The same method was also used by the celebrated circumnavigator Capt. Cook, to whom the geographer is much indebted for his valuable discoveries. After his ship had been immoveable on a coral rock near 24 hours, not far from the north-east coast of New Holland, in the South Pacific Ocean, she was by this means enabled to proceed to Endeavour River, though the breach occasioned by the rock was so great as to admit more water than three pumps could keep under. Mr. Monkhouse, a midshipman on board, who had seen the former instance, and by whose information this expedient was had recourse to, was the person entrusted with the management of this important operation. The method, which is termed *sothering a vessel*, is as follows.

Having appointed four or five persons, or as many as may be necessary, to assist in the execution, take a lower studding-sail, or some other small sail, and having mixed together a large quantity of oakum and wool, chopped pretty small, stitch it down in handfuls upon the sail, as lightly as possible, to keep it in its appointed station. Spread over this as much dung of sheep or any other animal, as will cover a sufficient space, though horse-dung is the best when it can be procured. Haul the sail, after being thus prepared, by means of ropes fastened to each corner, and extended by persons in boats on each side of the ship, or up the ship's side to the deck, though the former is preferable, under the ship's bottom; when it comes under the leak, the suction which carried in the water will carry in with it the oakum and wool from the surface of the sail, and force it into the leak in such quantity, as to remove the idea of immediate danger, if it should not wholly remedy the evil.

Of VESSELS running or driving on SHORE.

When a vessel is, from any cause, so much embayed as to be obliged to bring up on a lee shore, and there is reason to fear that she may part her cable, or be otherwise unable to ride out a gale, let her be kept to her anchor, if possible, till the turn of high water, and the intermediate space employed in getting all the sails ready to hoist at an instant. At the turn of the tide, having all things in readiness, slip or cut the cable. If a ship fall head to windward, and there are any doubts of her wearing with much sail, it is probable that the fore-sails only will be hoisted, so as to run with them only till they can be lowered and the main-sails hoisted, before the ship strikes. If the vessel be a three-masted one, and will bear her mizen-sails only without broaching to, so much the better. As soon as it is perceived by the lead, that a vessel is nearly a-ground, let whatever can be moved be put to the side of the vessel which will most readily and safely be-

come the lee side; and on finding that she is near touching, lay her as nearly as possible with her broadside to the shore, and heel her in as much as can be done with safety.

Many circumstances may be urged in favour of keeping a vessel at anchor, when practicable, till the turn of high water. A ship will, in consequence, by the preceding method, be laid on shore on the young ebb, and will have the remainder of the ebb and great part of the next flood, wherein to preserve the effects of the vessel, or, on a prospect of the gale's abating, and the probability of the damage not being very great, there will be more time of the ebb to carry out anchors, so as to assist in getting her off. If a vessel should bulge, she will also be the less time under water, than if she had grounded on the latter part of the ebb, which is a consideration of much importance.

Equally cogent and forcible are the reasons for taking in the head-sails, and hoisting the main or, if possible, the mizen-sails. A vessel, thus trimmed, will shoot a-head much more easily by being freed from the pressure of her head-sails, and will thereby be fitted to run into shoaler water. Neither is this the only advantage, but the after part of the ship will be enlivened by having the main or after-sails out, whereby she will run up with greater ease. The arguments are not less strong for laying a ship with her broadside to the shore; because, if the sea run high, the ship's boats, or others from the shore, can come much more safely to the lee side, as the length of the vessel will smooth the water inward considerably, and greatly facilitate the saving a ship's crew. The vessel will also become dry, or nearly so, at the same time, from head to stern, by laying with her broadside to, so that either boats or carriages may come along-side with ease; and if the ship heels off, goods may be taken out still more readily and safely, if this expedient be deemed necessary. If an opportunity offer, and no reasons to the contrary should be sufficiently strong against it, from her bulging or any other cause, she will also be more easily brought round by the head, when her broadside is to landward, and when afloat, her stern also will lighten by heaving off short.

The Means of preventing the ANCHORS of VESSELS from coming Home.

When a ship is compelled to anchor on a lee shore, or in a narrow road where there is deep water, with an apprehension that the ground is either too hard or too light for good holding ground, drop the common riding bower, first keeping 25 or 30 fathoms of cable on board, and throw over the lead. If by this means, or by the land, it appear that the anchor drags, let fall the best bower, and at the same time veer out the rest of the common bower cable till the best bower gives her a check; after which, bend a sufficient rope or hawser to the common bower without the hawse-hole, and pass it through another hawse-hole to the windlafs, making it fast. Then cut off the common bower, and pass the cable end through the hawse-hole, and take a running clinch with it round the best bower cable, and let it go. As soon as you think the vessel has dragged her best bower cable far enough to straiten the common cable on the ground, veer out as much of the best bower as may be agreeable; when, however violent the weather, the vessel will never drag them home. A small vessel which rides hard in a head sea will be powerfully assisted by fastening an empty butt to the cable, about 10 fathoms from the vessel; for that will first receive the motion of the sea and check it before it come to the vessel, so as to cause its rising up to the swell, and effectually aiding it to resist the violence.

The Manner of link-worming a CABLE, in order to preserve it in rocky and stony Ground, or defend it against Ice.

Cables may frequently be preserved by means of chains twisted round them in the following manner. Take three chains, of about 15 fathoms each in length, all of an equal size, and proportioned in thickness to the nature of the case. Let them be wound round the cable, so that they may project sufficiently to receive the greatest part of the friction, one end of them being fastened to the ring of the anchor, and each chain being from thence wormed round its respective hollow or channel of the cable, so as not to check it from stretching. Fasten the other ends of the chains to the cable. It is not necessary that the chains should be very heavy, but extremely advisable that the links should be short, because they will thereby be more pliant, and worm much easier. These chains will completely guard the cable against the chafing of the rocks, and they may be put on in a few minutes, so that it is unnecessary to have them fitted on, but when it is probable they may be really serviceable. A due attention to shortening cables at the slack of the tide, and veering out as it flows, must also be highly important to prevent their being damaged.

But it frequently happens that cables are suffered to kink, as it is called, through inattention to these circumstances, and to avoid a little trouble. If the wind should freshen when they are in this condition, though the cables be ever so good, the first foul sea that comes against them is almost sure to occasion their snapping; and vessels may be driven on shore, and much damaged at least, if not totally lost, before they can possibly be brought up to other anchors, that may not always be in a state of readiness. For if there be an inattention or carelessness in one respect, there may be the same probably in others of equal importance.

As the weight of the three chains, even for a large cable, will not exceed 500 pounds weight, the only difficulty which remains to be obviated will arise from the smallness of the hawse-holes; but these could be enlarged in vessels that shall deem it of sufficient moment to make the trial, and, with the additional assistance of a boy or spare man at the head of the vessel, to cast off the chains as they come up, and hand them in above, all inconvenience will be removed. Admitting, indeed, that it may take up a few minutes more to weigh an anchor so secured than a common one, surely this can be no argument against a measure that tends to preserve and ensure the safety of the vessel and ship's company.

It may not be improper to recommend farther, in high latitudes, where ice may cut or damage the cables, while riding at anchor, the use of three other chains of the same nature as the preceding, but not more than five or six fathoms in length. These may be wormed round the cables in the same manner at the surface of the water, and will be an excellent means of guarding them from the pressure of the ice, so as either to prevent its wounding them or chafing them quite asunder; a circumstance which is not unprecedented in our own harbours or rivers, but which frequently happens on the continent of Europe.

Miscellaneous Matters, not improper to be noticed by SEAMEN.

In the course of our labours, in digesting and arranging the materials of this work, we have found that in different parts of the known world, different terms are made use of to denote the same thing. As this may occasion some perplexity to English Seamen, or to any others on a foreign coast, a few of these have been selected for their information; they are not very

very numerous, but the attentive Mariner will be at no loss for means to augment the catalogue.

AIXO or AIXOS, on the N. coast of South America, is a general term for *Flats or Shallows*.

ANGRA, on the coast of Africa, is a term which has the signification of *great*.

BALGH, on the coast of Germany, is the same as *Creek*.

BAXOS, on the coast of Brazil in South America, is a name for *Shoals*.

BOCCA, is a term used both in the Levant and on the N. coast of South America, or the Spanish main, for a *mouth or channel* into any port or harbour, or the entrance into a sound which has a passage out by a contrary way.

CABLE'S Length, is the measure of a *furlong*, or one-eighth part of a mile.

CAYS, in the West Indies, are meant of little *islands* and *rocks* that are almost every where dispersed amongst those islands.

CHICO, on the W. coast of New Mexico, on the Pacific Ocean, is a term which signifies, *little*.

CHITTE, a term of the same import in the East Indies.

DEEP, on the coast of Germany, to the northward of Friesland, is of the same import as *Gulf* on the coasts of France, Spain, Italy, &c.

ENIS or INNIS, a term for *island* on the W. coast of Ireland, and in some parts of Scotland.

ENSENADO, on the coasts of Chili and Peru, on the South Pacific Ocean, is a term for *Bay*.

FORTALEZA, on the coast of Brazil in South America, is the same as *Fort*.

GATT, is the same as *Channel*, and is a term constantly used on the Flemish Coasts and in the Baltic for that purpose.

GONGA, from whence comes Ganges, a general name for *River*.

GAUT, a term made use of in the East Indies, to denote a *passage or road* from the coast to the mountainous or upland country.

GUTT, in the West India Islands, particularly in the island of St. Christopher's or St. Kitt's, is a term for the opening of a *river or brook*, such river or brook also being frequently so called.

INCH or INNIS, a general name for *Island*.

LEITH, on the coast of Sweden, particularly the passage round the point of Landsfoort to the city of Stockholm, means a *Channel*, and is used as a general appellation for that purpose; but we have not met with any other instance of such an application of the word.

MORRO, is a term for *Headland or Promontory* on the coasts of Chili and Peru in South America, and on the South Pacific Ocean.

PIQUINO, on the W. coast of Africa, in the North Atlantic Ocean, is a term that is used for *little*. See ASSINE, in the body of the work.

PULO, on the coasts of Siam and the island of Sumatra, in the East Indies, and in the eastern Indian Ocean, is a general term for *Island*.

SIERRA, is a word used for *hill*, in various parts of the world. We meet with it under this signification, on the W. coast of Africa, on the N. coast of South America, and on the coasts of Chili and Peru on the South Pacific Ocean.

SIERRILLO, means a *little hill*, being a diminutive from Sierra, in which sense it is used on the S. W. coast of South America also.

SOUND, on the coast of Norway in particular, is used for any opening of a *river*, or any *gulf* or deep inlet of the sea, in the same sense as Deep on the coast of Germany. In other parts it is more usually understood of a passage between the main land, to which it is contiguous, and some island, which together form a strait or passage within such island.

T H E
NAVAL GAZETTEER;
O R,
SEAMAN'S COMPLETE GUIDE.

A RIVER, is a navigable stream in the department of Somme, formerly the Province of Picardie, in the N. E. part of France, which discharges itself into the English channel below Gravelines, a small sea port of the French Netherlands. It is situated between the ports of Dunkirk on the E. and Calais on the W. in lat. 50 deg. 59 min. N. and long. 2 deg. 17 min. E. Small vessels have sufficient depth of water, at half flood, up to the town; but boats only can pass beyond it to St. Omer's. This river has lately been enlarged by a navigable cut between Gravelines and St. Omer's. It is high water at full and change a quarter before twelve. Ships come within sight of this coast in twenty-four fathoms water.

AA River, a small river, which falls into the Zuyder Zee or Sea from the part of the Low Countries which is called Overijssel, from the N. E. quarter of it. At Swartsluys, or Black Sluys, a little within the land from the Zwolliche Deep, it is joined by the Wecht River from the S. eastward; and both fall into the sea within the island of Emmeloort, which is to the W. See **BLOCKZYL**. There is another river of the same name, which runs N. from the part of the Low Countries called Groningen, into the Dollart Bay on the S. side of the Ems Channel or River, as Embden is on the N. side of it. See **EMS** and **DOLLART**. There is another which is joined by the Dommel River above Bois le Duc; and there is also one which falls into Riga Bay in the Baltic Sea; besides several others in Germany, Switzerland, &c. but none of them admit of a place here.

AALAND Island, is situate at the entrance of the gulf of Bothnia, in the Baltic sea. It is N. N. E. from Stockholm, in lat. 60 deg. to 61 deg. N. and long. 20 deg. to 21 deg. E. The

channel, or passage into that gulf, is on the W. side, and is called Aaland Haaft, by which small vessels pass and repass. The coast of Sweden is lined with rocks, and small islands, from lat. 56 deg. and to the Eastward of this island it is rocky and full of small islands to the S. W. point of Finland. This island is the principal one of a cluster of the same name, so called from this which is forty miles long, and from twelve to sixteen broad. Castleholm is the chief town in it.

AALBOURG, is the second city of Denmark, on the S. coast of Lymfurst, so called from the great number of eels taken there; for Aalborg means Eel-town. It has a safe and deep harbour, though its entrance is somewhat dangerous near Hals. The inhabitants carry on a considerable trade in herrings and corn. It is situated in lat. 56 deg. 50 min. N. and long. 9 deg. 46 min. E.

AARHUYS, is a diocese in North Jutland, reaching to Cattegat. It produces much corn, and has many navigable bays, also lakes abounding with fish, and good rivers and streams are to be met with, the principal of which is the Gude. The city bearing its name has a good trade.

AARON Island. The peninsula, on which the town of St. Maloes in the English channel on the N. coast of France is built, is so called, being joined to the main land only by a causeway or isthmus.

ABACO Island, or Providence Island, is one of the Bahama islands, of which see an account under that name. It is in lat. from 26 deg. 15 min. to 27 deg. 12 min. N. and long. from 77 deg. 1 min. to 77 deg. 5 min. W.

Point d'ABACOU, is in the island of St. Domingo, in the West-Indies, and forms the S. W. limit of Baye Flamanche, or Flemish bay, being W. of Cow island or Vache-île. It is near the W.

W. end on the S. side of the island, in lat. 18 deg. 4 min. N. and long. 74 deg. W.

ABASCIA, a country of Asia bordering to the S. on the Black sea, extending from lat. 43 to 45 deg. N. and from long. 39 to 43 deg. E.

ABASSES, ABAXOS, or BAXIOS, are two clusters of rocks on the S. E. side of the island of Ceylon, called the Great and the Little Basses. The former of these is in lat. 6 deg. 10 min. N. and long. 81 deg. 50 min. E. and the latter in lat. 6 deg. 25 min. N. and long. 82 deg. 10 min. E. A sand reef runs off from the main land to the latter; but there is eleven or twelve fathoms within the former, and ships may sail eastward between them, partly N. in from twenty-five to forty fathoms. It is best to keep an offing of about four miles, and not to come nearer than sixteen or eighteen fathoms.

ST. ABB'S Head, is N. W. by N. from Berwick upon Tweed four leagues, and on the N. side of the town and haven of Haymouth, in lat. 55 deg. 55 min. N. and long. 2 deg. 1 min. W. From hence the land bears away more westerly into the Frith of Forth, being three or four leagues from the island of Bais.

ABBEFORD, is one of the harbours in Long Sound, N. E. from the Naze of Norway. Jaffer's island is more than a league S. S. W. from it; and the numerous harbours require ships to take pilots at this island.

ABBEVILLE, is a town of good trade in France, fifteen miles from the British channel, situated on the river Somme in the department of that name, in lat. 50 deg. 7 min. N. and long. 1 deg. 50 min. E. This river separates the town into two parts. The tide rises here to the height of six feet. To sail into this river see SOMME. It is high water on the full and change at 10 h. 30 min.

ABREVIK, in France, see ABREVEROK.

ABDELEUR Island, on the coast of Africa, and in the Indian sea, is in lat. 11 deg. 55 min. N. and long. 51 deg. 40 min. E.

ABEL Rock, on the E. coast of Ireland, is 4 miles N. by E. of Lambey Island, and about 7 miles N. from Hoath Head. Ships may run round it on both sides, being more than two miles from the main land.

ABENRADE, is a town of Denmark in Slefwick, situated on a spacious open bay on the Baltic, and surrounded on three sides by high mountains, which render the harbour secure. It is in lat. 55 deg. 6 min. N. and long. 9 deg. 14 min. E.

ABERARTH, is one of those tide havens for small vessels, which abound in Cardigan Bay. It is nearly E. from Cardigan Island towards the bottom of the Bay, and N. E. from the town of Cardigan, in Wales.

ABERAVON, or Mouth of Avon, (*Aber* signifying mouth,) is in Swansea bay, its situation being known by its name. It is a town of Glamorganshire in Wales, in lat. 51 deg. 35 min. N. and long. 3 deg. 48 min. W. All names with Aber stand at the mouth of rivers.

ABERCONWAY, or Mouth of Conway, is in Caernarvonshire in Wales, in lat. 53 deg. 23 min. N. and long. 4 deg. 30 min. W. It has a good port and harbour, which is opposite to the town, where are the ruins of a castle; formerly it had a great trade in corn, and has still some considerable merchants. To sail into it, and to avoid the sand which runs out from the point of land, whether you sail on the N. of Anglesea Island round Caren point, leaving West Mouse Rock, which is a mile N. E. from it, on the starboard, and so on E. S. E. to Priestholme Island, taking care to avoid the East Mouse Rock; or come round Ormhead from the N. E. steer no farther S. within the sound, in mid channel, than to get Castle Hill in a direction E. by S. when it will be southward of the warehouse which stands at the point of the marsh, and you will be clear of the tail of Conway sand. Then run in E. a little northerly, till you bring the E. end of the island which lies off the town, in a direct line with the point of Castle Hill, on which are two houses. You may then either sail up to the town, or come to an anchor against the Point, which is to the northward of the town, in two fathoms and a half at low water. It is the best river and port on this side of Britain.

ABERDAROD or ABERDARON Bay, is situated within the S. W. point of Caernarvon county in Wales, and N. E. from Bardsey Island. To enter it, ships must leave the small Island of Givilin or Givelin on their starboard. At spring tides it is high water at half past eight on this coast;

coast; on which as far to the eastward as the small islands at the S. E. point of Pullhelly, or Traethmawr Bay, is good anchorage, but especially in this bay.

ABERDDE, a small haven in Cardigan Bay in Wales, fit only to receive vessels of light burden and little draught of water.

ABERDEEN is situated on the East coast of Scotland, in lat. 57 deg. 6 min. N. and long. 1 deg. 50 min. W. It has the names of New and Old Aberdeen, before which is a bay. Old Aberdeen is on the South side of the River Don, and New Aberdeen on the N. bank of the River Dee; the latter has a good harbour, by means of a strong stone pier, and a considerable trade. The mouths of the Don and Dee form the harbour. To stand in for the bay, especially from the South, give Girdle Ness Point a good birth, and open the bay to the N. of it fully before you attempt to turn into it, to clear the shoals which run off easterly from both the points of the bay.--- Ships may have good anchorage in eight and nine fathoms, when Girdle Ness is brought to bear S. by E. from them, which is a good road for off-land winds. Aberdeen River is about a mile to the N. of this road, or the W. part of the bay; but the channel is scarce half a cable's length broad, and that sometimes varies to a greater or less depth.--- Hence boats always come out to lead vessels in, even those belonging to the port; and no ship of 10, 11, or 12 feet water will attempt it, unless they have fair weather, off-land winds, or spring tides. Ships sail close by a beacon on the larboard side going in; and on the N. shore, which is a low, sandy point, there is a Block-house, which must be left on the starboard; but it is better to take a pilot, if not well acquainted with the road. High water a quarter before one.

ABERDOVY, or the Mouth of Dowy River, is at the very bottom of Cardigan Bay, from which the coast trends each way westward, and is one of those small havens in that bay, which admit only of vessels of little draught of water.

ABERDOUR, is a small town on the N. coast of the Frith of Forth, almost opposite to Edinburgh, and about ten miles from it.

ABERILDUC, is a haven on the main land, four leagues E. from Ushant, and S. of the Bourean shoals and rocks,

as well as two other shoals which are two miles to the S. of them. It is the most westerly part of France, forming the S. extremity of the British Channel.

ABERISTWITH, or Mouth of the Ystwith, has a small coasting trade, where the little River Ystwith falls into the great River Riddle. It was famous for its herring fishery, which employed 500 or 600 people in September, October, and November; they spawned in the last of these months under shelter of a vast arm or ridge of a rock, which runs several miles to sea from this coast, that bends as a pier, and serves to break the storms. This pier is dry in some places at low water, though there are eight or ten fathoms very near it. The coast lies low, but the country about it is high and rocky. The flood-tide runs with the coast from W. to E. as the coast lies, but a great indraught weakens it. When the tide is out, the Bay of Cardigan, in which it is situated, S. W. from Aberdovy, is dry land to some distance. It is said that the herrings have deserted this natural retreat; but whether by a deviation from the rule, never to dredge for oysters, the certain destruction of the spawning beds, or from what other cause, remains to be determined. Its lat. is 52 deg. 25 min. N. and long. 4 deg. 0 min. W.

ABERMENAI, or Mouth of Menai, a passage at the S. W. end of the Menai straits, separating Caernarvonshire from the island of Anglesea. See CAERNARVON.

ABERSLOOT'S Shoals, are to the N. E. from Cambodia river, two leagues and a half from Topershotie island, and three from the main land. It is a reef of rocks under water, within which ships may sail, but not nearer than eleven or twelve fathoms; but without them they must not have less than fourteen or fifteen fathoms.

ABERVILLE RIVER, is in New Orleans, branching out of the Mississippi, and communicating with the lakes which fall on the E. into St. Louis Bay. It is the N. E. boundary of the Island of Orleans, formed by the Mississippi and this river, to which it is parallel.

ABERYSTWITH, See **ABERISTWITH**.

ABO is near the S. W. point of Finland, on the North coast of Finland Gulph, in lat. 60 deg. 27 min. N. and long. 22 deg. 10 min. E.

ABO-FLOT, or **ABO-HUS**, is an ancient fort in Finland, situated on a peninsula, near the mouth of the river Aura.

ABORCADOS, or the Hanged Men, are little high rocks or islands to the N. E. from Cape St. Helena, the N. W. point of Guyaquil Bay, in about lat. 2 deg. S. and long. 81 deg. 20 min. W.

ABREOLHOS, a point of land, on the Coast of Brazil, in lat. 18 deg. 31 min. S. and long. 18 deg. 40 min. W. The coast to the northward is lined with small islands, with rocks, shoals, and sands for twenty-three leagues, and extending eastward twenty leagues to a large shoal or sand bank, called the Baxos de Abreolhos. See **ABROLHOS**.

ABREVERACK, or **ABREVIACK** Haven, is eight leagues W. of the Island of Bais on the French coast, and nearly S. of Plymouth. There are three channels through to the port, among the rocks in the river. That of Maloins is to the eastward; and to enter it, bring the Island Pegonier S. and run in with the rock on the W. side of it, when there will be another island on the starboard side, betwixt which ships must sail in the river. That of Pedante, or the middle channel, lies in S. S. E. between the westernmost of the aforesaid islands and shoal, on which lie several rocks, the greatest of which is called Mentiff. When you are past that island and rock, and the river begins to open, run in for the river on the W. side of the Plate Island, which lies on the point or E. of the river. The westernmost channel lies in among the rocks E. S. E. In coming from the westward bring the little island or rock called Croix, which is on the E. side of the entrance of the river, under the N. end of Fou Island, higher up the river on the same side, when they will bear E. S. E. run in with them so till you get through among the rocks to the entrance of the river. There will be seven or eight fathoms water within, and higher up five, four, three, or two fathoms. In the first reach are several rocks which appear dry at spring ebbs. It is in lat. 48 deg. 32 min. N. and long. 4 deg. 20 min. W. It is high water at full and change at half past four. In turning to windward off the coast, come no nearer than forty or forty-five fathoms water; for there is deep water pretty near the rocks which line this coast.

ABROJOS, or Baxos de Babuca. This is a bank, of the West-Indies, having several rocks or small islands on it, to the East of Turk's Island. It is in lat. 21 deg. 5 min. N. and long. 69 deg. 46 min. W. between which and Turk's Island is a channel of three leagues in width, and deep enough for any ship.

ABROLHOS Bank, on the coast of Brazil in South America, is in lat. 18 deg. 22 min. S. and long. 38 deg. 50 min. W. See **ABREOLHOS**. These shoals are represented in some books to be fifty miles from the coast, and near the Island of St. Barbe.

ABROLLO, is a shoal which lies to the E. of Turk's Island, in lat. 21 deg. 33 min. N. and long. 69 deg. 50 min. W. which see.

ABYDOS, is a town and castle of Lesser Asia, and now the southern Castle of the Dardanelles, at the streight, called Gallipoli, of two miles in breadth, which joins the Archipelago to the Propontis. It is in lat. 40 deg. 16 min. N. and long. 27 deg. 36 min. E.

ABYO, or **ABUYO**, one of the Philippine Islands, in the East-Indies, between Mindanao and Luzon, where the Spaniards have a fort; in lat. 10 deg. 0 min. N. and long. 122 deg. 15 min. E.

ACADA, See **PORTO BELLO**.

ACADIA SEAS, a name frequently applied to the bays, and that part of the Atlantic Ocean, on the coast of America, which bound Acadia or Nova Scotia on the South.

ACAGUNA, a mountain on the coast of Peru, in the South Sea, about four leagues S. E. from the river Hilo, and as much N. W. from the river Sama. It is known upon all the coast for a good Sea Mark; but a great surge runs all along, so that ships should not keep too near, till they are sure of the entrance into some port.

ACAPULCO, or **AQUAPULCO** in New Spain, on the S. W. coast, is in lat. 17 deg. 10 min. N. and long. 101 deg. 45 min. W. It has a fine bay and harbour, with a free and open anchorage for ships of any burden. The W. side of the bay is formed by a peninsula, which extends towards the S. and shelters it from all winds. It is the chief port on this sea, and the principal place for trade on the coast. Several hundred ships may lie in the harbour, without danger of hurting one another; and its mouth is defended by

by a low island of a mile and a half long and half a mile broad. At each end of it is a wide and deep channel, though that to the westward is narrowest, but too deep for anchorage. Ships from Manilla pass in through this channel, while those from Lima pass through the S. W. channel. The harbour runs in N. about three miles, and then turns short to the W. for one mile more. The town is on the N. W. at the mouth of this passage, close to the sea, but is totally destitute of fresh water. Merchants from all parts of Mexico meet the Manilla ship, which is generally moored on the West side, and her cargo delivered as expeditiously as possible; when the silver and goods intended for Manilla are shipped, with the provisions and water, and the ship prepares to put to sea. This business usually begins in January, when it is very hot, and is done in the morning; they have no rain here from the end of November to the end of May. The mountains on the E. side are very high; and on this side opposite the town is a high strong castle, with large guns. The platform at the end of the town is also mounted with guns; and ships usually ride near the bottom of the harbour, under the command of both. This port is a basin surrounded with very high mountains. Two islands, off the fort, parallel to the coast, are to be left on the larboard, and within the harbour farther in, is a small island near the shore also, on the larboard.

ACARI Port, on the coast of Peru, in lat. 15 deg. 50 min. S. and long. 74 deg. 40 min. W. To the N. W. from it is the point or headland of Morro de Acari. This port is sometimes called Port Lomo.

ACARMA, on the coast of Peru, is ten leagues from the island and Port of Santa, or Holy Island, N. W. by N. and S. E. by S.

ACARON BAY, or BERKLEY'S SOUND, in Falkland's Islands. See BERKLEY'S SOUND.

ACASABASTIAN River, is in Vera Paz in Mexico, which falls into the Golfo Dulce; and has a town of the same name upon its banks.

ACATAMA Bay, on the coast of Peru. See ATACAMA.

ACAZATULA, is a point of land and a sea port, in the province of Guatemala Proper, in Mexico, and about four leagues from Trinidad, on a bay of the

South Sea; in lat. 12 deg. 50 min. N. and long. 93 deg. W.

ACCAS ISLAND is pretty large, and lies off the mouth of Ancober river on the coast of Guinea, extending so near the shores on each side, as to render the channels very narrow.

ACCONNATER RAS, or CAPE CAXINES, in Algiers, on the African coast of the Mediterranean. It is W. of the City of Algiers, in lat. 36 deg. 53 min. N. and long. 2 deg. 10 min. E.

ACHARISTON Point, is eight leagues S. from Achill Head on the W. coast of Ireland. See ACHILL Head, and ARCHERISKER, by which last name it is sometimes known.

ACHEN, is the most considerable port in the Island of Sumatra in the East-Indies, near the N. W. part of it, in lat. 5 deg. 22 min. N. and long. 95 deg. 34 min. E. The harbour will contain any number of the largest ships; is defended by a fortress mounted with cannon, and encompassed with a ditch. It is a safe and easy port, and well frequented, having from seven to eight fathoms at high water, and from five to six at low water. The road is to the eastward of the castle; and pilots are to be had, if you wish to go farther in. To sail for it, keep without the islands on the S. W. coast of the Island of Sumatra, especially after crossing the Line, regarding the small ones to the W. of the port; which all ships must also take care to clear in leaving it, and return S. S. W. till you come under the Line, when they may stand in betwixt the islands to the E. or E. S. E. for Priaman or Bencoolen.

ACHEPI Harbour, on the N. W. side of the Island of Cape Breton, only four leagues from the N. Cape of it, which is in lat. 47 deg. 7 min. N. and long. 60 deg. 13 min. W. and in a direction S. by W. from it. The entrance into it is narrow, but it is sufficiently capacious within.

ACHILL HEAD, is the W. point of the Islands of Achill, on the W. coast of Ireland, in lat. 53 deg. 51 min. N. and long. 10 deg. 45 min. W. exactly N. from Slieve Head; betwixt which two points the coast is very irregularly indented by many deep bays and creeks, which are but little frequented. Off these coasts within the Head-Lands, it is high water on full and change days at

seven o'clock, but farther out at sea an hour and a half sooner. From this head to Archerisker is eight leagues S. and from thence to Sline Head S. by E. eight miles more. Betwixt these, within land, a very high hill like a sugar loaf, called St. Patrick's Hill, may be seen at sea to a great distance. Achill Head is a very high point, which at a distance shews with a saddle or hollow in the middle; within it are two very high mountains, and these three at sea appear like three islands.

ACHINOUPASS, is betwixt the Island of Negropont and the main in the Archipelago Sea, off its N. W. end, and S. of Volo Gulf. Here are several cities and coast towns, all of which have havens or good roads. It is in lat. 39 deg. 40 min. N. and long. 23 deg. 55 min. E.

ACHTIAR, a haven more commodious than large, near Inkerman, in the Black Sea.

ACKER Sound, is N. E. from the Naze of Norway, and N. W. by W. from the Island of South Wixholm, distant six leagues. Sisters Island is also W. by N. from Acker, four leagues; and behind it is the small port of Grafwick.

ACKHMETCHID Gulf, is on the W. side of the Crimea, and the sea through which ships pass to Precop, and the N. W. part of the Black Sea. Its W. cape is in lat. 45 deg. 35 min. N. and long. 52 deg. 20 min. E.

ACKLIN'S KEYS or CAYS, a cluster of small islands or rocks, of which the Bahamas afford vast numbers, the S. part of which is in lat. 22 deg. 26 min. N. and long. 74 deg. 0 min. W.

ACLADI, is situated on the N. W. side of the Achinou Pass, which, as well as the other places within the Island of Negropont, is a good coast.

Cala Bini ACOLA, a round cape or point of land, and the most southern of the Island of Minorca, being S. W. from Fort St. Philip, or the entrance of Mahon Harbour, seven or eight miles.

ACOMAC, a country of Virginia, and a peninsula, of which Cape Charles at the entrance of the bay is the most southern promontory.

ACON, or the antient Ptolemais, or St. John de Acre, in lat. 33 deg. N. on the coast of the Levant, was once a famous city and sea-port, at the bottom of a bay, but now useless. It has anchorage to the eastward of the point of the old

city in seven fathoms, but the ground is not good, and you must serve your cables well. It has the sea breezes duly.

ACONCAGUA River, on the South Sea, was formerly the boundary of Chili, but is not so at present. It was then called Chili, and had the town of Conception within it, and has a good road on the starboard side of the river. It falls into a bay in lat. 33 deg. S. and long. 75 deg. 40 min. W. The port of Valparaiso is S. by W. from it.

Ras ACONNATER. See **ALGIERS** and **Cape CASSINE**.

ACOOTAN Island is N. E. from the point of Onemak, or the S. W. point of the Continent of America. Between them is a channel.

ACQUIDA is a small Dutch Fort to the E. of Ancobar river, on the gold coast of Africa, and about twelve leagues distant. It is nearly under the same meridian as Greenwich, and in lat. 4 deg. 32 min. N. Its trade in gold dust and ivory is not considerable. It is two leagues E. of Cape Three Points, and may be known by a point which stands out a little to the eastward, with a very high tree upon it.

ACRA, the S. W. point of Port Hadshilar, near Kaffa Straits, on the E. side of the Crimea, turning from the S. It is situated in lat. 44 deg. 42 min. N. and long. 55 deg. 2 min. E.

Little ACRON, or **ACRA**, about 3 deg. to the E. by N. from Acquida, and W. of Volta River, in lat. 5 deg. N. nearly, and only 2 min. of W. long.--- The Dutch Fort is called Fort Patience; but the village is only inhabited by fishermen. It is in a bay, and at the English factory, which is the westernmost (a Dutch and a Danish one being to the eastward) is a good road in seven fathoms good ground, when the red spots on the rising land by the sea side bear due N. Farther E. the ground is foul and rocky. The little hill called Cooksbreed is a good sea-mark, near a small river scarce a league W. of Acra, but has no fresh water.

ACRE, is a sea-port town of Palestine, formerly called Ptolemais; though inconsiderable, it has a well-frequented harbour, which entirely supports it; being twenty-eight miles S. of Tyre, in lat. 32 deg. 32 min. N. and long. 35 deg. 25 min. E.

ADA Gulf, on the East side of Kaffa Straits, is to the East of Port Hadshilar (see **ACRA**) having a town in the N. W. part of it.

Porte de ADAIA, on the N. E. coast of the Island of Minorca, is a large harbour, well sheltered by mountains from the N. W. winds. It is E. a little northerly from Mount Toro, or Bull Mountain, the highest in the Island in the shape of a fugar loaf.

ADAIR'S HARBOUR, on the W. side of Falkland Sound, about the middle of it, and nearly opposite to Jordan's Bay on the E. coast. It may be known from the other bays, on this side of the sound, by a high hill to the N. W. of it. Within the harbour is from eight to ten fathoms depth of water; but as the entrance to it is not spacious, care must therefore be taken to avoid the numerous rocks and breakers on the coast, by keeping at some distance from them. A rocky island also lies off the S. point of the harbour. By some, this is called Port Howard.--- See FALKLAND ISLANDS.

ADAM'S BRIDGE, is a ridge of sands and rocks, extending across the N. end of Manara Gulf, from the Island of that name on the N. W. coast of Ceylon Island to Ramencote Island off Ramen Point. Small boats may sometimes pass over it.

ADANA, on the River Choquen in Caramania, in lat. 37 deg. 26 min. N. and long. 36 deg. 12 min. E. It is almost due N. from the E. end of Cyprus Island.

ADDERS BANK, a shoal off the N. W. point or entrance of the River Issequibo in Guiana, in South America, which, with some others, besides extending far into the sea, reach to Cape Nassau, which is the E. point of the River Poumaron. To sail from Issequibo to Poumaron, go due North to avoid these shoals until the Cape into the river is open.

ADEN, in lat. 13 deg. 55 min. N. and long. 45 deg. 30 min. E. was formerly a rich town in Arabia Felix, situated by the sea side.---It has been ruined and abandoned many years. It is 32 leagues without the Straits of Babehmandel, to the N. E. by E. half E. and makes first like an island, the coast high with ragged rocks; nearer it appears like two islands, but still nearer shore it is found to be a low strand among high rising lands. Being shot over to Aden, keep in thirty fathoms under shore to stand off, but in ten or twelve to stand in. From April to August the winds and currents are from S. S. W. to W. but from thence to March E. S. E. and S. E. by E. If the current sets out of the gulf, keep under the larboard shore,

so as to cross to fetch W. of Aden; if not, keep to the E. in order to make it. Three leagues W. of Cape Aden, at three leagues from shore, is twenty-three fathoms.

ADERANPATANAM Bay, is about N. W. by W. from Point Pedro on the Island of Ceylon, the most northerly point, and W. by S. from Calimer Point on the Coast of Coromandel in India. It is seventeen leagues N. W. by N. from the point of the Island called Hammon Hiel, near the Riff of Mannare, or Adam's Bridge; and the whole shore is a flat bight or bay, quite to Calimer Point, which is fifteen or sixteen leagues from the same point to the N. by E.

ADESSE or ADESTA Road, in the Island of Teneriffe, is on the W. side of the Island, and six leagues E. from Gomera Island road, over against it; open to the S. W.

ADGE or AUDE River, falls into the Gulf of Lyons in the Mediterranean Sea. It is N. E. from Narbonne, and between Beziers and Montpellier; and forms a good bay. See AGDE.

ADJAZZO Harbour, in the Island of Corfica, is a good harbour, nine leagues S. W. from Corte. It is in lat. 41 deg. 54 min. N. and long. 9 deg. 20 min. E.

ADIGE River, in Italy, which falls into the sea on the W. coast of the Gulf of Venice, about fourteen miles N. of the mouth of the River Po.

ADMIRAL'S COVE, is within the harbour of Fermoza on the E. side of Newfoundland Island, about seven or eight leagues from Cape Race, N. by E. nearly. It is on the N. or starboard side of the harbour, and more westerly than Clear's Cove, which is on the same side going in; has from seven to eight fathoms water, with good anchorage, and well secured.

Vice ADMIRAL'S Cove, is within the same harbour of Fermoza, but on the larboard side; where a fleet may ride in good ground, and land-locked from all winds. There is another cove on the same side farther W. with an excellent harbour for large ships.

ADMIRALTY'S Island, on the Coast of Nova Zembla in the northern ocean, is in lat. 75 deg. 5 min. N. and long. 52 deg. 45 min. E.

ADMIRALTY Islands, are certain islands on the North of New Britain, in 2 deg. of S. lat. nearly, and from about long. 146 deg. to 152 deg. E. They run nearly in a parallel westward from New Ireland.

ADMI-

ADMIRALTY BAY, is in the southern island of New Zealand, on the W. coast of Cook's Straits, and to the N. W. of Queen Charlotte's Sound, near the western entrance of those Straits. Cape Stephens on the N. W. and Cape Jackson on the S. E. are its limits. It is very spacious, and has good anchorage in most parts, running far inland, and containing within it many small bays and inlets, all of which are well sheltered from the sea winds by high lands and islands that surround them. A number of small islands, lying off in the Strait at some distance from the entrance, will point out the bay; and a ship may sail into it within those islands from either point, but especially the western. It may also be distinguished by an island which lies two miles N. E. of Cape Stephens, in lat. 40 deg. 37 min. S. and long. 174 deg. 54 min. E. and is of considerable height. Wood and water are easily obtained in many parts of this Bay.

ADMIRALTY ISLANDS, are those mentioned in the preceding article, which lie in two groupes, so as to afford a good passage between them for any ship into the Bay from the opposite coast.

ADOUR RIVER, in the S. W. part of France, forms a good harbour to the city of Bayonne, and discharges itself into the Bay of Biscay a little below it, where it forms a bay, which is sometimes called Bayonne Bay. The opening is between two plain strands, and goes in E. by N. but the sands in the mouth are often shifted by violent freshes which come down from the mountains. There are two masts on the South side of the channel, to direct ships over the bar, which sometimes has not three feet at low water.

ADRA, is a sea-port town of Granada in Spain, forty-seven miles S. E. of Granada, in lat. 36 deg. 42 min. N. and long. 2 deg. 37 min. W. It is also twenty-two miles S. W. from Almeria, having Castel Ferro near three leagues to the W. and a low plain coast both ways from it.

ADRAMYTTIUM Gulf, is on the continent of Natolia, to the N. E. of Lesbos or Mitylene Island. The city, at the bottom of the bay, was formerly famous for trade and shipping, particularly for large ships; but is now inhabited only by a few fishing Greeks, and the towns on the N. coast of this bay, of ancient times, are now in ruins.

ADRIA, an ancient name for the Mediterranean Sea in general.

ADRIATIC Sea, or Gulf of VENICE, which see.

ADUR RIVER, which falls into the sea at New Shoreham in Suffex, and admits ships of burden to go up to the town.

ADVANCE BAY, is situated on the E. side of Hudson's Bay, in that part called the "new discovered sea," into which also is a passage to the S. W. from Resolution Islands at the S. E. end of Hudson's Straits.

ADVENTURE ISLAND, a small island in the South Pacific Ocean, in lat. 17 deg. 5 min. S. and long. 144 deg. 18 min. W.

ADVENTURE BAY, is a fine harbour, in Van Dieman's Land, or New Holland, in lat. 43 deg. 23 min. S. and long. 147 deg. 30 min. E. and is on the E. coast near the southern extremity. It affords fresh water and wood, but very little good grass; is a most excellent harbour, with clear ground from side to side, having from eighteen to five fathoms water all over the Bay, which gradually decreases towards the shore. It is a very safe road, though exposed to the N. E. but Maria's Islands prevent any great sea coming with it. When the South point of these islands bears N. 76 deg. and a half E. and Cape Frederic Henry, the N. point of the Bay N. 33 deg. E. the bottom is sand and ouse, three-quarters of a mile from the nearest shore, and twelve fathoms water. It is high water at spring tides at 4 hours 36 min. but it rises no more than two feet and a half. The variation of the compass was 5 deg. 15 min. E. in 1778.

ÆGADES ISLANDS, or ÆGATES, three small islands, which lie near the W. end of the Island of Sicily, and more westerly than Trapani, known by the names of Favignana, Levenzo, and Maretama.

ÆGELSTAWIK, is a good harbour, about half a mile from the town of Soderledge, in the district of Suder-torn in Sudermanland, and kingdom of Sweden.

ÆGINA, is an Island of the Archipelago, in the Bay of Engia, between Achaia and the Morea, eighteen miles S. of Athens, in lat. 37 deg. 40 min. N. and long. 23 deg. 46 min. E. and about thirty miles in circuit. It was anciently called Oennone, or Myrminodonia.

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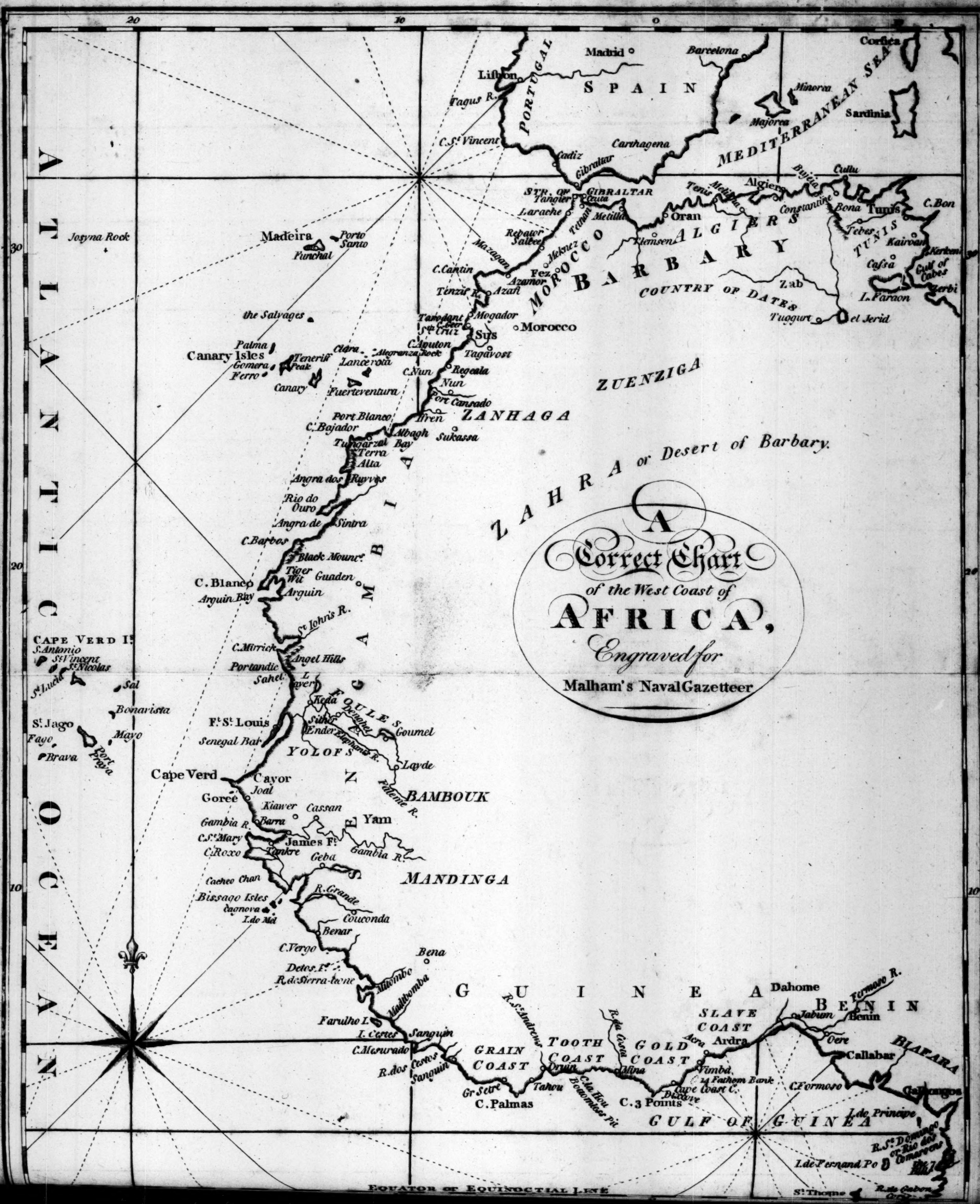
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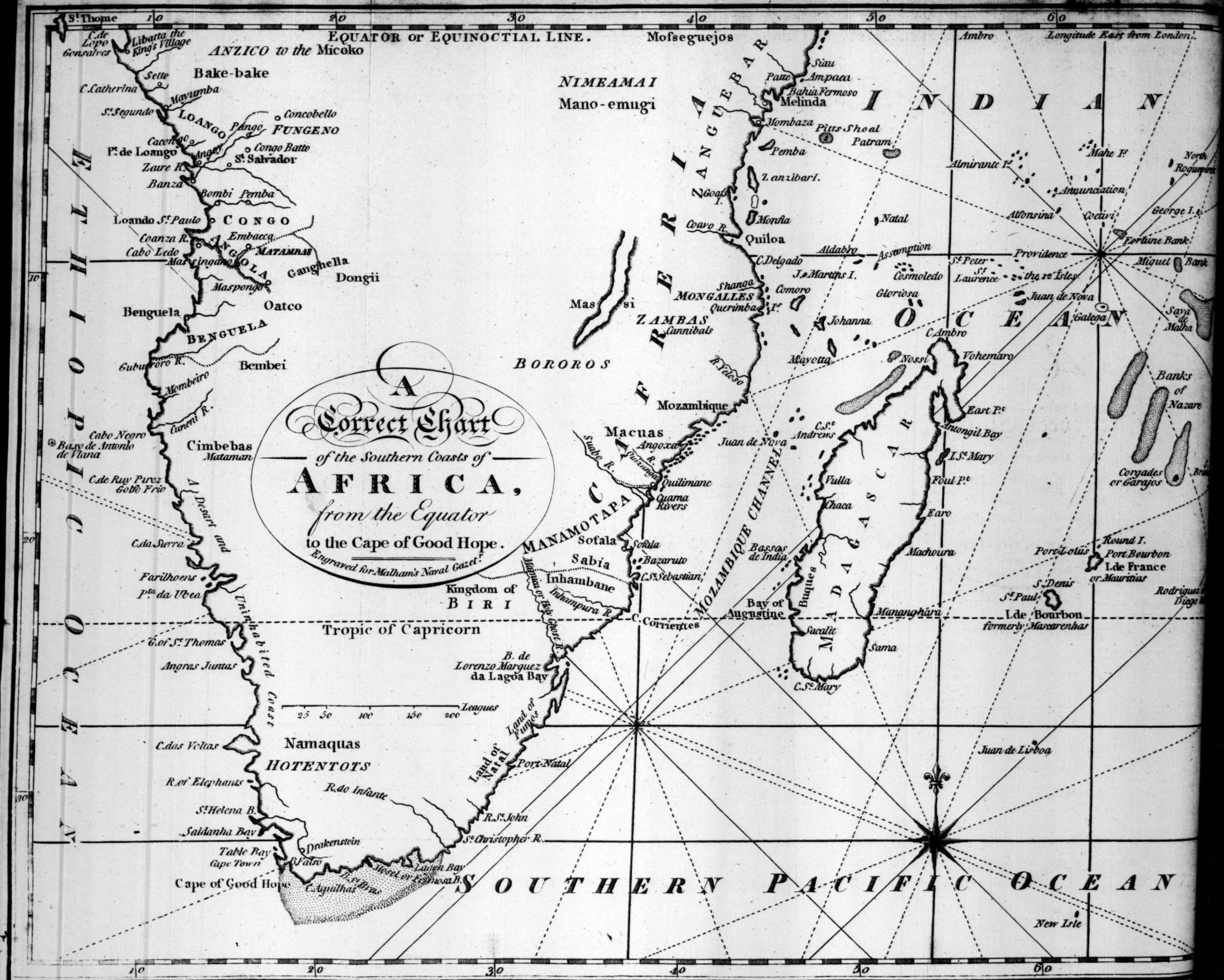
ÆTHRA

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Correct Chart
of the West Coast of
AFRICA,
Engraved for
Malham's Naval Gazetteer

EQUATOR OF EQUINOCTIAL LINE



ÆTHRA River, after passing by Falkenburgh in South Holland, falls into the sea.

AFERRADORES, or **SAWYERS** Island, is four leagues from the Bar of Realejo, on the W. coast of Mexico. It is small, and has on its S. E. side a creek of the same name, near the entrance of which are two rocks. Boats only can enter it at high water. There are shoals a league beyond the Island to the N. W. Ships leave them and the Island to the N. E. Two leagues due N. in the inland country is a round hill; its top appears as if cut off.

AFFACUS, a city on the Barbary shore, eight leagues S. E. from Africa.

AFRICA, is a sea-port town of Tunis on the coast of Barbary, seventy miles S. E. of its capital, in lat. 35 deg. 36 min. N. and long. 11 deg. 10 min. E.

AGALEGA, or **GALLEGA** Island, near the Island of Madagascar in the Indian Ocean, is in lat. 10 deg. 15 min. S. and long. 54 deg. 40 min. E.

AGANLY River, is the northern branch of Kuban River, which falls into the Sea of Azoph from the S. The town of Ashuyef is on the W. side, in lat. about 45 deg. 30 min. N. and long. 55 deg. 32 min. E.

AGATHA Mount, on the Island of Minorca, about a mile from the North side, is very high, and its rocky ascent is cut into steps; it may consequently be seen to a good distance at sea.

AGATTAN, is near the mouth of Forcados River on the Guinea Coast, eighty miles S. of Benin. It is situated in lat. 7 deg. 20 min. N. and long. 7 deg. 6 min. E.

AGDE, in the Gulf of Lyons (See **ADGE**), on the river Frant, a mile and a half from its mouth, has a small fort to defend the entrance. It is seventeen miles N. E. of Narbonne, thirty W. by S. of Montpellier, in lat. 43 deg. 19 min. N. and long. 3 deg. 28 min. E.

AGDENAS Bay, is in the district of Dronheim in Norway, and a subdivision of it.

Bec d'AGEN is the point to larboard, at the entrance of the River Soulle, which forms the Port of Coutances, E. S. E. nearly from St. Helier's in Jersey.

AGEN'S RIVER, on the S. E. coast of France, falls into the Mediterranean Sea, about forty miles N. E. of Toulon; is but small, and not navigable far above the town of Frejules or Frejus, which stands near its mouth. See **FREJUS**.

AGGA, or **AGGONA**, on the gold coast of Guinea, where the English have a

fort, but the village near it is inhabited only by fishermen.

AGIA RIVER, is on the N. of Penafacola, the capital of West Florida, and running E. N. E. falls into the Bay of Santa Maria Galves.

AGMAT RIVER, in the kingdom of Morocco, the town of its name being sixteen miles S. of the capital, is in lat. 30 deg. 56 min. N. and long. 7 deg. 15 min. W.

Cape St. AGNES, on the coast of Patagonia in South America, is in lat. 53 deg. 55 min. S. and long. 66 deg. 35 min. W.

ST. AGNES ISLAND, one of the Scilly Islands, W. from the extreme point of Cornwall. On this island is a light-house, being the most southerly of the principal islands, in lat. 49 deg. 56 min. N. and long. 6 deg. 46 min. W. which may be seen six or seven leagues off. To the W. of them are many rocks, through which are channels in some places, for which see **CROW**, **ST. MARY'S**, **SCILLY**, **SMITH**, &c. It is high water at the Islands, on full and change days, at three h. 45 min. and the tide of flood sets to the N. E. They may be seen on the S. side in fifty-one fathoms water, in stony ground with red shells.

AGON Island, is in the N. part of Hellingland, one of the Provinces of Sweden, has a good harbour, which is resorted to by ships. It is in that part of the Baltic, known by the name of Bothnia Gulf, in lat. 61 deg. 20 min. N. and long. 18 deg. 10 min. E.

AGOSTA, or **AGUSTA**, is a sea-port town of Sicily, having an excellent harbour. It is on the E. end of the Island, and to the South of Catania, in lat. 37 deg. 35 min. N. and long. 15 deg. 15 min. E.

AGOSTA Island, in the Gulf of Venice, is nearly S. from the W. end of Curzola and Lefina Islands, and W. of Augustina shoals and rocks. It affords a good road for ships, in lat. 42 deg. 40 min. N. and long. 18 deg. 52 min. E. is most to the S. W. of all the Islands on the starboard, or coast of Dalmatia.

AGRICO, on the Gold Coast of Africa, is about thirty-seven miles W. of the river Volta, and eight E. from Puny or Pomperney; ships may anchor in eight or nine fathoms all along the coast, but nearer the shore the ground is foul. See **VOLTA**.

AGRIGNAN Island, one of the Ladrões, about forty miles in compass, in lat.

lat. 19 deg. 40 min. N. and long. 146 deg. E.

AGROCA Road, to the W. of the Bastimentos near Fortobello, on the Spanish Main, about half a mile, is well secured for eight or nine ships; where you are landlocked by several islands, which at sea look like part of the main. To come out, you must pass through a narrow but safe channel eastward towards *Nombre de Dios*. The wind generally blows from the E. all day, and off shore all night.

Rio del AGUA, falls into Bonaventura Bay, on the Coast of Popayan in the South sea, in about 3 deg. and a half N. lat. and 77 deg. of W. long. When St. Pedro Rock, the Island of Palmas, and this River are in a parallel E. and W. there is from seven to nine fathom water and good anchorage.

AGUA Fort Harbour, is about a league N. N. E. from Fermoza Harbour, on the E. Coast of Newfoundland. See **ADMIRAL'S COVE**. There is a rock on the S. side; but the road is on the N. side about two miles in.

AGUADA River, falls into Smienda Bay near Cape Roque on the Coast of Brazil, about lat. 5 deg. S. and long. 34 deg. and a half W.

AGUADORE River, in the Island of Cuba, in the West Indies, on the S. side of it, and nearly due N. from the E. end of Jamaica. The mouth of it is in lat. about 20 deg. N. and long. 75 deg. 35 min. W.

AGUIGAN Island, a very small island near the S. part of Tinian Island.---These are amongst the Ladrone Islands, in about 15 deg. N. lat.

AGUILLAS Cape, to the E. of the Cape of Good Hope.---See **NEEDLES** Cape.

AGUILLON Point, a long, narrow point, in a curvilinear form, to the N. E. of the Island of Rhe near Rochelle, on the Coast of France, and about three leagues N. of that city, a little westerly. Betwixt this and the land, three or four miles to the S. is three fathoms water, being a part of the Pertuis Breton, or Channel on the N. side of Rhe Island. To the E. of Aguillon, the bay contracts and soon terminates.

AHUYS, a sea-port town of Gothland, in Sweden, having a good harbour five leagues S. E. of Christianstadt, near the Baltic Sea. It is in lat. 56 deg. 15 min. N. and long. 14 deg. 15 min. E.

AGUJA or Cape **AJUGA**, on the Coast of Peru, in lat. 6 deg. 38 min. S. and long. 80 deg. 55 min. W. It is between the Lobos de Payta Island on the N. and the Lobos de Sotovento Island on the S. but nearer to the latter from which it bears N. N. W.---The coast is all low on both sides, but particularly to the S. E. where it trends towards Port Cheripe. This Cape is a double point, and generally has a tumbling sea upon it, therefore ships should not come too near. The bay to leeward or N. E. has deep water and clean ground, and is a good shelter from squalls or a rolling sea.

AGUSYPA point, the N. entrance of Caravelos River. This is to the South of the point Abreolhos, from which the sands extend, which are already described under the article, **ABREOLHOS**.

AJACCIO Bay, or Gulf, or **AJAZZIO**, on the S. W. part of the Island of Corsica. The town of the same name stands near the middle of its N. side, to the E. and W. of which are small bays, with good anchorage, avoiding a few rocks; and is in lat. 35 deg. 50 min. N. and long. 8 deg. 50 min. E. The depth varies from fifteen to seven or eight fathoms, and before the mouth of the eastern river at the bottom of the Gulf is six and five fathoms within some rocks.---The S. E. part of the Gulf is all rocky near shore. It is called *Hiace* in some French charts.

AJAZZO, is a sea-port town of Natolia, near the angle or bend of the coast westward at the N. E. extremity of the Mediterranean Sea, ten leagues N. of Antioch, and N. E. from the Island of Cyprus. It is situated in lat. 37 deg. 0 min. N. and long. 33 deg. 10 min. E. It is near the Gulf of Scanderoon.

AIGUES MORTES, on the coast of the department of the mouths of the Rhone, formerly the province of Languedoc, in France, is situated among the morasses, at some distance from the sea. It had a fine tower called Constance, which served as a light-house for ships entering the port, and another called the Queen's Tower. It is about six leagues E. from Montpellier, and about four or five from the western mouth of the Rhone, with both which it communicates by narrow channels, within the islands which line this part of the coast from Beziers to the eastern mouth of the Rhone. The harbour

harbour is now choaked up; but there is anchoring in most places without those islands, not too near the shore, which is shoal water. It is in lat. 43 deg. 34 min. N. and long. 4 deg. 3 min. E.

AILAH, is on the eastern side of one of the N. bays of the Red Sea, in that part of Asia called Arabia Petrea, and is situated in lat. 29 deg. 10 min. N. and long. 36 deg. 40 min. E.

AILSÀ, an insulated rock near the Island of Bute in Scotland, the base of which is about two miles in compass, and nine hundred feet high, resorted to by the Solan geese and other sea fowl. It is only accessible on the N. E.

AIMONTE, is on the E. side of the river Guadiana near its mouth, which is the boundary from Portugal on the W. It is in lat. 37 deg. 5 min. N. and long. 7 deg. 15 min. W. and has a deep bar, and is one of the best havens on the whole coast. There are three fathoms water at half flood; but there are some shoals before the haven, which may be avoided by observing to bring a tree which is on the E. side of the river's mouth right on with the town. This direction is E. of those shoals, from whence steer towards the Foot Strand; lead in along by it N. W. and, when within, a point more northerly, and go up to the northward before the town. The coast to Port Maria, when within, is N. W. where there is six or seven fathoms, with good width. Tavila is five leagues from it to the W. S. W. and St. Michael seven leagues to E. by N.

AIOMANO Gulf, in Romania, towards the N. W. corner of the Archipelago, having the Gulf of Salonichi on the W. Cape Pailaios, which is the N. E. limit of that gulf, is the S. E. limit of this, as Cape Drapano is its N. E. extremity. Its South point is about lat. 39 deg. 50 min. N. and long. about 24 deg. 40 min. E.

AIR or AYR River, in Scotland, on the South side of which is its town of the same name, falls into the Western Ocean, on the W. coast, nearly opposite to the S. end of Arran Island; it forms a bay at its mouth. The town is in lat. 55 deg. 30 min. N. and long. 4 deg. 35 min. W.

AIR or AYRE Point, is the N. point of the Isle of Man, in lat. 54 deg. 25 min. N. and long. 4 deg. 26 min. W. it is high water at 10 h. 30 min. The sand, called King William's Sand, being about seven miles E. of this point,

and extends E. S. E. and S. E. by E. nearly for six leagues. This is a flat sand point, five miles to the E. of which is the entrance of the channel into the River Dee; and here it is not more than a mile broad, and that is divided in the middle by a small sand called the Middle Patch, so as to form two channels. Of these, the S. channel is broadest, but has only nine feet at low water; the northernmost, which has fifteen feet, is called the Bar of Chester. The mouth of the river is twelve miles W. by S. and E. by N. from shore to shore; but is choaked up with sands and flat shoals. See CHESTER.

AJUGA. See AGUJA.

AIX Island, off France, between the Island of Oleron on the W. and the main land on the E. four leagues N. W. from Rochfort, and the same distance S. S. W. from Rochelle; being in lat. 46 deg. 5 min. N. and long. 1 deg. 10 min. W. The Longee Sand is S. W. two miles from the S. end of Aix, and a mile and a half E. of Oleron; and extends N. two leagues along the land of Oleron, being uncovered at low water at each end, though there is two or three fathoms near the middle. It has a bay on the W. with five fathoms, but there are some rocks off its S. end, as there are from N. W. round the N. point to N. E. Soundings are from three to seven and nine fathoms on the S. W. and to the S. E. they lessen to two fathoms and a half, nearly S. of Enit Island, near which it is rocky. At spring tides it is high water soon after three.

AIXO or AIXOS, are flats or shallows within the second fort at the entrance into Carthage Harbour on the Spanish Main, South America, which stretch out near S. S. E. towards the main land within the islands which lie before the harbour. Keep along them to the point, and then steer up the channel due E. or E. by N. See CARTHAGENA.

AKEFORD Bay, on the N. side of the Island Holmby, to the W. of the N. cape, about lat. 71 deg. 10 min. N. and long. 24 deg. 30 min. E. It is nearly E. from the N. E. extremity of Surroy Island, which is long and narrow; betwixt which are several small islands, as also betwixt this island and the N. cape. On that side you may anchor in a good river for southerly and easterly winds; and there is another on the S.

E. side for westerly and northerly winds, called Knarwick.

AKITAKI, on the gold coast of Africa, is twenty-six leagues E. N. E. from Cape Three Points, and but six leagues nearly E. from Secunda. Avoid a reef of rocks on this coast, which are about a cannon shot from shore, and mostly under water; the sea breaks over them very violently. High water about a quarter past four. This is sometimes called Little COMMENDA.

AKTAR BAKTAR Linfan, or River of that name, which falls into a bay or haven on the S. E. side of the Azoph Sea. It has a narrow entrance, and a small island just within its mouth.

ALABASTER Island, or ELEUTHERA, is one of the Bahama or Lucayas islands, on the Great Bahama Bank; the climate is most healthy, producing vast quantities of pine apples. It is in lat. 25 deg. to 26 deg. N. and long. from 76 deg. 5 min. to 77 deg. W.

ALADRA, in the Bay of Almeria in Spain, before which you may anchor in ten or twelve fathoms water not far from the shore. It is towards the E. end of the bay, about six leagues E. of the town so called, and near as much N. W. from the Cape de Gatte, which forms the eastern point of the bay.

ALAGOA Bay, on the eastern Coast of Africa, in the Indian Ocean, is in lat. 25 deg. 30 min. S. and long. 33 deg. 28 min. E.

ALAMPO, is situate to the E. of Agrico, and W. of the River Volta, on the Gold Coast of Africa. It is a good anchoring place in particular; and when you can bring Sedghill to bear N. by W. a little westerly, you are off it a little to the W. From Acra hither the sand is full of palmetto trees. The rainy seasons begin on this coast in January and continue till May. See GOLD Coast.

ALAN Bay, on the W. side of Corsica, in the Mediterranean; this coast abounds with gulfs and places for anchorage, so that we need not particularly describe a small Bay.

ALAND Island, in the Baltic, see AALAND.

ALAND Island on the Norway Coast is nearly W. of Bergen. It is best to keep out at sea till you get into the lat. of Bergen, on account of the islands and rocks which line the coast. When in this lat. and you wish to go to Bergen, stand in for Jelleford, so that you will

have this Island on your larboard. On the S. point of Aland is an island or rock, on which is fixed a great iron ring, to which, if you are becalmed, you may fasten a cable, to prevent the current driving you to the northward. This rock is all clear, and you may wind round it without danger.

ALAND's Bay, Waterford, in Ireland, just without the western head of that River, and E. of Tramore Bay.

ALARCHE, see LARACHE.

ALARYS Bay, on the W. Coast of Ireland, is S. E. nearly from Achill Head, before which lies Tirk or Turk's Island, otherwise Enistirk and some others.

ALATAMAHA River is in the Province of Georgia in America, nearly N. from St. Augustine, the chief town of Florida, at the distance of thirty leagues, and S. W. from the Mouth of Savannah River about ten leagues. It is in lat. 31 deg. 0 min. N. and long. 81 deg. 35 min. W. The coast is lined with islands, between which there are inlets or channels to the main land, and to the mouths of the different rivers. For the currents which are met with on this coast, see under the article FLORIDA.--- The variation of the compass, when it is at least two points W. in the English Channel, is considerably E. on this coast, of which due observations must be made. It is high water on this coast between seven and eight o'clock at spring tides. It is also called George's River; and Frederica stands on Simon's Island, situated as above, opposite the entrance.--- It is a safe harbour for shipping.

ALAYA Cape, the eastern extremity of the coast of Venezuela or Little Venice, which extends to and from the entrance of the Gulf of that name 130 leagues.

ALBACK, on the western Coast of Africa, is in lat. about 27 deg. 15 min. N. and about thirty-five leagues nearly S. S. W. from the River Orodus, and E. S. E. from the Island of Forteventura, one of the Canaries. It has a bay so called, with a Cape called Chabi.

S. ALBAN's High Land, on the Coast of Dorset in the English Channel, is to the E. of Weymouth, in lat. 50 deg. 35 min. N. and long. 2 deg. 5 min. W. and has full sea at 8 h. 30 min.--- From the head there runs right off shore, for three-quarters of a mile, a ledge of rocks, which has but twelve feet at low water. It is about eight leagues nearly W. from Dunnose on the back of the Isle of Wight, St.

St. ALBAN's, Jersey Island, is in lat. 49 deg. 10 min. N. and long. 2 deg. 25 min. W. being on the S. side towards the S. W. point of the Island; has high water about half past twelve, or before one, on full and change days. Its haven is within a deep bay, before which are Helier Island to the E. and St. Alban's Island to the W. nearly before the town of that name on the W. side of the bay.

ALBANY Bay, on the N. part of the W. coast of James's Island, or St. Marcos, one of the Gallipagos, or Enchanted Islands in the South Sea.

ALBANY River falls into James's Bay on the W. side of it, about lat. 52 deg. 35 min. N. and long. 85 deg. 23 min. W. where the factory or fort of the same name is situated on the South side. Henly Factory is on this river, which at its mouth and for some way up is very spacious, but has many rocky islands in it. See HUDSON's Bay.

ALBATEL Cape on the Coast of Barbary, is about twelve leagues E. a little N. from Cape de Tenes, within which are several good roads, particularly at Marfolach to the W. of Cercelli Island and Point. The coast to the E. as far as Cape Cassine, is a fair and smooth strand, but has no harbour; and as there is no danger, does not seem to stand in need of any.

ALBEMARLE Port, is a spacious bay or harbour on the southern coast of Falkland Islands. Its entrance is from the S. E. between two points of land, where there is deep water and good anchorage; and is situated between Fox Bay and Port Stephens. It may be known by a small island which lies off the entrance.

ALBEMARLE Sound, at the mouth of the river so called, is a good harbour, near Roanoke, just within it. The entrance is in lat. 35 deg. 50 min. N. and long. 76 deg. 10 min. W. See ROANOKE.

ALBENGUA, is an ancient and strong sea-port town of Italy, in Genoa; and is surrounded with olive trees, but in an unwholesome air. It is thirty-seven miles S. W. from Genoa, in lat. 44 deg. 4 min. N. and long. 8 deg. 3 min. E.

Baxos de ALBERTO, a shoal of rocks before the city of St. Salvador in the Bay of All Saints, on the Coast of Brazil. On one of them is a strong fort which commands the road; and between these rocks

and the city is a very good harbour, where ships ride with great safety. See ALL SAINTS, and ST. SALVADOR.

ALBIANIA Cape is the N. W. point of the Island of Cyprus, near the eastern extremity of the Mediterranean, in lat. 35 deg. 20 min. N. and long. 32 deg. 18 min. E. A small island with some rocks lies off this cape westward, which require caution; this point is ninety one leagues E. half S. from the E. point of Candia or Crete, in which direction ships must sail to make this island, because the southerly and westerly winds blow trade for the greatest part of the year.

ALBINE, on the Coast of Africa, as our pilots call it, otherwise known by the name of Assine, is eighteen leagues W. of Cape Apollonia, or the Ancobar River. See ASSINE.

ALBINGUAY, on the Coast of Genoa. See ARBENGUE.

ALBION *New*, the name which Sir Francis Drake gave to the peninsula of California, on the W. of New Mexico; for which see CALIFORNIA.

ALBO River, on the eastern boundary of the Gold Coast, is one of those places on the larboard in passing northward into the Channel of Lagoa. The entrance of this passage is N. E. from Andra or Whydah, eight leagues to Cape Lagoa. See LAGOA.

ALBORAN Island in the Mediterranean, a small island situate nearly E. from Gibraltar Straits, in lat. 36 deg. N. and long. 2 deg. 32 min. W.

ALBOUZEME, on the coast of Barbary, in lat. 35 deg. 10 min. N. and long. 2 deg. 54 min. W. at the bottom of a bay, where is good anchorage in any depth from three to six fathoms near the shore, and at N. E. from the mouth of the river which falls into it there is ten or twelve. Cape Mourou or Befancour forms the W. point of the bay, as Cape Quilate does the E. It is otherwise called Buzemar, or the Bay of Burema. There is a fort on a small island before the town. This Bay is no way sheltered, though it has good ground.

ALCADRE Cape, or Cape Overt, or la Hoverte, is the E. point of Alicant Bay. See ALICANT.

ALCASSAR, or ALCAZAR LEGUER, is a town of Fez, on the Coast of Africa, on the S. side of Gibraltar Straits, in lat. 35 deg. N. and long. 5 deg. 30 min.

min. W. Ships may anchor within a shallow bay between two points of land in ten fathoms; on the W. of which are two long and narrow islands parallel to the coast. Some French charts lay it down as exactly S. from Tariff, a point and island on the Spanish Shore; but those of our English geographers place it considerably more to the eastward, on the E. side of the River Vallona, and the two islands near the shore on the W. side of its mouth. From Alcazar to Apes Hill the ebb, which begins to run westward at 4 o'clock at spring tides, is very narrow along shore.

ALCATRASES Island is three leagues W. of the shoals, which lie from Acapulco in the South Sea, in the direction of E. S. E. It is a small, white island, at half a league distance from the continent, and has good anchoring ground.--- On the West of the island is a river which runs out as far as the Island, where ships may water. It is a mountainous coast and an upright shore, at the distance of twenty-one leagues from Acapulco; and the shore between abounds with crags and broken rocks. It is in lat. 15 deg. 50 min. N. and long. 102 deg. 30 min. W.

ALCOL or ANCOL, on the coast of Barbary on the E. side of the Cape de Tenes; under which there is a small bay and good road, but open to the N. and N. E. and from whence, therefore, ships should move round the cape to the W. side, if a Levant gale be foreseen or expected.

ALCRANES Rocks, are in a direction of N. W. from Cape Catoche, the N. E. point of the Province of Yucatan on the Spanish Main, and about N. N. E. from Cape Concededo, which is the N. W. point of Yucatan, and at the distance of at least forty leagues from the nearest coast. In sailing along W. or W. S. W. for the Bay of Campeachy, or the contrary, a ship must not go without fourteen fathoms, or less than twelve; thereby avoiding the Alcranes without, and the shoals, called Sifals, within. On coming into the meridian of Cape Concededo, the same depth will lead within the Triangles Rocks which lie to the W. of it, and change the course a little more southerly; by which a vessel will keep clear of all the rocks without. They are in breadth from lat. 22 deg. 30 min. to 22 deg. 50 min. N. and in length from

long. 89 deg. 50 min. to 91 deg. 10 min. W.

ALCUDI Bay, on the E. side of the Island of Majorca in the Mediterranean, has good anchorage in the N. W. corner off the town of the same name, and within a small island, in four, five, and six fathoms water. It is in lat. 39 deg. 30 min. N. and long. 3 deg. E. The cape of the same name forms the northern limit of the bay, projecting eastward for seven or eight miles; and is also the S. E. limit of the Bay de Poyance. A small Island called Marloe is near the S. E. extremity of Alcudi Bay.

ALDBOROUGH, in Suffolk, has a tolerably good but small harbour, with a fort, and is situated on a peninsula which is formed by the River Ald on the W. side and the sea on the E. for the coast here is nearly N. and S. from Orford Ness. To sail for the road, keep under shore due N. from the Ness, four miles; it is a stony beach, deep water, and has very good shoalings. From Orford Ness as far as Leostoff there is good anchoring before the town in five to seven fathoms water; as there is neither reef or ridge, rock or sand, but a bold shore and shelter any where in hard weather. The coast is known by a wood in the middle way from Aldborough N. towards Dunwich, which is high at both ends and low in the middle, in the form of a saddle. The town is in lat. 52 deg. 16 min. N. and long. 1 deg. 42 min. E. It is high water at 9 h. 40 min. at spring tides.

ALDEA River on the coast of Brazil, in about lat. 19 deg. 40 min. S. and long. 40 deg. 5 min. W. on which stands the town and port of Reys Magos. There is a large cape to the South of it.

ALDEA de Trinidad, on the same coast, but called Paraguay, to the S. W. is on the N. E. part of the Gulf or Bay of Santos or Saints, in lat. 24 deg. 30 min. S. and long. 46 deg. 30 min. W. See SANTOS.

ALDEAS Bay, or *das ALDEAS*, is about sixteen leagues N. E. from Cape Negro, on the southern part of the W. Coast of Africa, in lat. 15 deg. 25 min. S. and long. 11 deg. 25 min. E. This is sometimes called the Coast of Benguela. The bay is small but secure, and European ships trading to the coast for slaves frequently touch at it.

ALDERHOLM Island is one of those which

which is formed by the three arms of a river which runs through Gentle, a town of Nordland in Sweden; it is very pleasant, and has much trade. The other is called by the name of Islandsholm.

ALDERNEY Island is three leagues W. from Cape la Hogue on the coast of France, and is about four miles in length from E. to W. The land is high, and it has a harbour for small vessels on the S. side, in lat. 49 deg. 48 min. N. and long. 2 deg. 15 min. W. It is high water at 12 o'clock. It is called by the French Aurigny, or Ornay, having at its W. end, close to the shore, some little islands, and to the S. of these a ledge of rocks, within which on the S. is clean ground. The tide haven on the South side must be entered a little to the eastward of it. To the W. N. W. about three or four leagues are the Caskets; but the rocks called Barroches, are close to the W. end of Alderney. On the E. for a mile are several rocks, and a bank of sand at the distance of a league; E. of which is the Race, and round the W. Rocks the passage to Jersey Island.

ALDERNEY Race, is the channel on the E. side of the Island, the passage of which is in the middle between it and the cape. In stormy weather, it is dangerous, because the two currents meet here; it is frequently so rapid as to drive ships from their anchors, and a fluke of an anchor is often left in the rocky bottom, though there is water for the largest ships. The flood tide sets N. E. and the ebb S. W.

Point ALDERTON, is on the larboard side of the entrance into Boston Harbour on the coast of North America, which entrance is about half a league wide. This point has many rocks and shoals running off from it, so that all ships passing into Nantasket Road must stand well over to Light House Island on the starboard. It is fifteen leagues S. W. by S. from Cape Ann, in lat. 42 deg. 18 min. N. and long. 70 deg. 50 min. W. and has high water at 10 o'clock on spring tides.

ALEBURGER, is distant from Zeabuy, in the Cattegatte Sea, S. by W. nine leagues. In sailing from the Scaw, which is the entrance from the W. pass by the small islands of the Holms on the starboard, which are four leagues distant from it, and then sail S. W. till the ship is athwart of Zeabuy. The Town of Ale-

burger is four leagues up the river. Pilots must be taken to carry ships up.

ALEGRANZA, is a barren, rocky, desert island five miles N. of Graciosa, one of the Azores or Western Islands, and is E. of St. Clare, having some castles to defend the harbour. See **GRACIOSA**.

ALESSIA, is a town of European Turkey, in the Province of Albania, near the mouth of the River Drino. It is situate in lat. 42 deg. 8 min. N. and long. 20 deg. E. on the E. coast, near the entrance of the Gulf of Venice.

ALEUTIAN Islands, comprehend two groups of islands, between the continents of Asia and America; of which the first group is named Salignan, having five islands, and of these Behring's and Copper Island are the principal; the second is Khao, having eight islands, of which the chief are Imma and Kisga.

St. ALEXANDER is on the N. W. shore of Ritzart's Island, round its S. W. point. The channel to St. Peterburgh is near the S. side of this island, as the shoal water and beach at low water on the starboard side extends considerably from the main land. It lies nearly E. and W. till fairly within this island, when the course may vary a point to the S. to go up to the city of St. Peterburgh. A fort and tower guard the passage at this island. There are four, three, and two fathoms water near the shore of the island, but on the S. E. shore within the island are five fathoms.

ALEXANDRETTA, or the modern Scanderoon, is N. E. from Cape Grega in Cyprus Island thirty-seven leagues to its S. point, and from Cape St. Andrew twenty-one leagues. See **SCANDEROON**. It is N. of Antiochia Bay, and should be carefully distinguished by its N. coast from it, as will appear from the directions given for those two bays. It is in lat. 36 deg. 35 min. N. and long. 36 deg. 15 min. E.

ALEXANDRIA, in Egypt, has two ports, one on the E. S. E. side of the city, called *The New Port*, now in general use, and the other, or *Old Port* on the W. S. W. side; the city standing on an isthmus or neck of land between them. The entrance is guarded by a tower or castle on each side, little more than one third of the breadth of the harbour from each other; and the channel into it, which is very narrow, is nearly in the middle, and has six fathoms water. The larboard

starboard side is very rocky, and a large projecting rock called the black rock, is on the starboard, near which vessels pass into the harbour, which is nearly a circular basin. There is anchorage and sufficient depth of water just within the entrance in a direct line with the city; for each side is lined with rocks more than half way up, athwart which, at that distance, a ledge of rocks runs from the middle towards the starboard side of the harbour. Within this and on the starboard ships may also anchor in four, three, and nearer the city in two fathoms water. To avoid the rocks within the haven, some of which are under water, observe in the wall of the city four gaps like doors, which must be brought on with the highest tower in the city, and this will clearly direct a ship. It is mostly foul ground, so that the cables must be well served, otherwise they will be cut. This tower is the noted Pharos, deservedly esteemed one of the seven wonders of the world; and the city is in lat. 30 deg. 21 min. N. and long. 31 deg. 12 min. E. A point of land, which is sixteen leagues West of Alexandria, will be the first land on this low coast, on a S. W. by S. course, a little westerly, from Cape de Gatte, the most southerly land of Cyprus Island. It is a little higher than the other land, and appears in two long hills, but not high; seven leagues E. of this the depth of water is from twenty to seven fathoms, the last close to the shore. Two black hills appear upon the land four leagues W. from Alexandria, and near them a building called the Tower of Arabia. On approaching Alexandria, attend particularly to the current of the Nile, which runs very hard, especially with some winds, and will without proper precaution set a ship to the eastward of the port; to know it, observe two high mountains, of which the easternmost is largest, and like a country house, and the other like a stack of hay. The light-house will then be seen open. To know if a ship is to the E. or W. of it observe that on the West the land is even, has no trees, and reaches W. S. W. and W. by S. and has deep water close to the land; but on the E. there is good anchorage and an even shore, and the land low and sandy and full of trees, and only six or seven fathoms water near the shore. This continues all along till past Dami-etta, and the farther E. the smoother water. At Apokera, or Cape Becur,

four leagues N. E. by N. from the city is the western limit of a bay, where the woody country terminates.

ALEXO Island, opposite to the River Sarinhaym, on the coast of Brazil, is due W. from Cape St. Augustine. It has two excellent roads. In that on the W. side next the main, ships may ride well sheltered from all winds but the N. E. in seven or eight fathoms water and good holding ground; but the road of the other on the S. W. side is secured by a long reef of rocks, which runs out near a league from the island, and makes a bend like a hook towards the W. On the back of the island N. there is a clean strand, and nine to twelve fathoms with good ground; but no riding except in the open sea, exposed to the heavy surges of a N. or N. E. wind, and the dangers of a lee shore. To sail for the southward, keep a course of S. W. by S. to Barra Grande, about fifteen leagues, with an offing of three or four leagues; in which course there will be found the usual depth from six to ten fathoms and good gradual soundings.

ALFACK Islands, are situate near the mouth of the River Ebro, or Iberus, which falls into the Mediterranean, below Tortosa, in Spain. They are to the S. and S. W. of it; and within them and at the E. end you have anchorage in three, four, or five fathoms water. They are in lat. about 40 deg. 20 min. N. and long. about 20 min. E.

ALFRAQUE Bay, is the bay formed by the Alfack Islands, in almost any part of which is good anchoring, except on the island side, where it is low land and shoal water; near the main is six and eight fathoms, but the best part of this road is off the old monastery in five fathoms. One of the four mouths of the River Ebro falls into this bay; it is S. W. from Tortosa.

ALGAGIOLA, is a small sea port town in the Island of Corsica, in lat. 42 deg. 30 min. N. and long. 9 deg. 1 min. E. It is on the W. side of the island and in a direction S. W. from the town of Calvi.

ALGARVE coast, on the coast of Spain, extends from Satuval, and S. round Cape St. Vincent's eastward to Palas, or the haven of the great Condeat. It may be known by the high mountain of Chigo, within Lagos, six leagues E. by N. from Cape St. Vincent, which may be seen far off at sea.

ALGASSA Bay, on the coast of Africa. See ANAFE.

ALGERANCA Island, one of the Canaries in the North Atlantic Ocean, is in lat. 29 deg. 23 min. N. and long. 15 deg. 58 min. W.

ALGERI Bay, or ALGHER, is two leagues S. of Sassari on the W. coast of the Island of Sardinia in the Mediterranean. It is a spacious bay with good anchorage, formed by the S. point of Cape della Caccia on its N. and by a point of land on the S. these form the harbour of Algeri city, that stands upon it, which is in lat. 4 deg. 4 min. N. and long. 8 deg. 40 min. E. A bank or shoal lies a little to the N. of W. from Cape della Caccia, at the distance of eight leagues, extending from E. to W. about twelve miles in length, and four in breadth. It is necessary, when a ship is in this situation, to sound continually, especially when there is a rolling sea, to avoid going over it. Some charts have given this shoal the name of *the Little Bank*.

ALGUEZIRAS or ALGUEZIRAS, is on the W. side of Gibraltar Bay, and near sixteen miles from it. The harbour is formed by two islands, but is greatly decayed; and from thence it has its name, the word Alguezira in Arabic signifying an island, and Algueziras in the plural number denotes two or more. It is S. from Old Gibraltar, and not far from the straits mouth, in lat. 36 deg. 14 min. N. and long. 5 deg. 22 min. W.

ALGHER, See ALGERI.

ALGIERS Bay, on the coast of Barbary, in the Mediterranean, has the city of its name on the W. side towards the bottom, in lat. 36 deg. 50 min. N. and long. 2 deg. 13 min. E. The mole of the harbour is 500 paces in length, extending from the continent to a small island in an eastern direction from the city, on which is a castle with a battery. It then turns S. so as to form a secure harbour before the town, which is built on a declivity in the form of an amphitheatre, and makes a fine appearance from the sea. A league or more to the East there is anchorage in eighteen to twenty-five fathoms water. Cape Matifou, the N. E. extremity of the bay, has groups of rocks extending from it; but anchorage is found to the S. W. from it half a league, between their extremities. Cape Caline or Caxine, sometimes called Ras

Aconnater, is to the N. W. of the city, and the western limit of the bay.

ALGODONALES Islands are on the coast of Peru, in lat. 21 deg. 56 min. S. and long. 72 deg. 50 min. W. they are eight leagues N. from the harbour of Cobija, and afford fresh water.

ALHUIS or ALHUYS, is situated upon a river falling into the Baltic, in a bay which bears nearly N. N. W. a little westerly from the Island of Bornholm. The coast of the main land is circular, but there are some shoals, which make it the safest course to steer for Bornholm, within two leagues, and then to run N. nearly. By this means a ship will fall in with the coast about Sandhammer point, which is eight leagues from Alhuys. If a ship is a league E. of this point, the course will be due North to the bottom of the bay, having the land all the way on the larboard; but the depth of water in it, especially near the mouths of the several rivers, is very uncertain from the great freshes which come down them, being sometimes ten or eleven fathoms, and at other times not above three or four. As there are several rocks in the channels, pilots are absolutely necessary. It is in lat. 55 deg. 35 min. N. and long. 14 deg. 30 min. E.

ALICANE River, towards the S. W. part of Ceylon Island, nearly E. from Barberine Island, and S. from Caliture. See AMLAMGODE.

ALICANT Bay, on the coast of Spain in the Mediterranean, is sometimes, but improperly, called Altea Bay, which is a small bay with a river of the same name to the N. E. The town is at the N. point of the bay, in lat. 38 deg. 35 min. N. and long. 0 deg. 12 min. W. The bay is sufficiently commodious to receive a fleet of ships. Its harbour is defended by strong bastions, and it is a place of good trade. From the passage of St. Paul from the S. into this bay, which is four leagues distant, see ST. PAUL. The land from Cape Palos, where it takes a new direction of N. N. E. is mountainous and high, which in the night renders it advisable to keep a good look-out; it is twenty-one leagues from this cape to the city, has a very good shore, a fair smooth strand, bold and safe, along which is a good course within call of the land in twelve to fourteen fathoms water all the way. To the N. of St. Paul's passage, a ship also may keep near the shore, if

if not in less than four or five fathoms, and to anchor before Alicant, let the E. point of the Mole bear from the ship E. N. E. where there is twelve or thirteen fathoms; or she may lie right before the Mole, so as to see into the town through the head gates, where there is the best ground, with from five to seven fathoms water. It is secure from N. E. and S. W. winds; but a wind off sea sometimes makes it very uneasy, the sea going very high, though the high mountains greatly check the wind.

ALICARNASSUS, at the mouth of a river of Asia, which falls into a deep bay on the E. within the Island of Stantio, where there is a road and anchorage. It is near the S. E. extremity of the Archipelago. See **STANTIO**.

ALICUR Island, one of the Lipari islands, near the coast of Italy in the Mediterranean, in lat. 38 deg. 31 min. N. and long. 14 deg. 32 min. E.

ALLABROLIES River, about nine leagues distant W. a little northerly from the River of Pines, and about thirty leagues East of Portobello on the Spanish Main in South America. It is not far from the Samballas Islands. It is but a small river, and only fit for canoes; and though there is a channel a little farther to the N. N. E. among the rocks, it is very dangerous, and the soundings are uncertain from five to nine fathoms.

ALLEGANEY River, or **OHRO**, traverses a vast extent of country in the inland parts of North America, in a S. W. direction, and is navigable for more than 600 miles, being in some places 700 yards wide, falls into the Mississippi in about 37 deg. of N. lat. A further description of this river does not come within the plan of this work. See **OHIO**.

ALLEGRAZA Island.---See **ALEGRANZA**.

ALLIANCE Island, was discovered by a ship so called from Philadelphia in 1787. It is in lat. 8 deg. N. and long. 100 deg. E. Morris Island is not far from it.

ALLIER River in France, though navigable for some space, falls into the Loire, which prevents the farther notice of it here.

ALLOA, or **ALLOWAY**, is situated on the Frith of Forth in Scotland, and two or three leagues above Queen's Ferry.---The Frith, which there suddenly contracts from seven to two miles, widens again above it to four or five, with deep

water. Alloa has a commodious harbour, with a good depth of water for ships of great burden, and an excellent dry dock, and exports immense quantities of coals. It is 30 miles N. W. from Edinburgh, and about 5 miles E. from Stirling; but the Frith between them is extremely winding and serpentine. All ships should take pilots at Queen's Ferry, or at Innerkeithing on the North shore. The breadth above occasions a great indraught of water, and a rapid tide at the ferry. The Frith at this town first takes the form of a copious navigable river.---Its lat. is 56 deg. 10 min. N. and long. 3 deg. 45 min. W.

ALL-SAINTS Bay, on the coast of Brazil in South America, runs far inland, and is sufficiently spacious to receive a large fleet of ships in perfect security; having a peninsula on the E. and the Island of Taparica, off the southern part of the entrance, which serve to defend the bay from the winds and great swell of the ocean. The harbour of the magnificent city of St. Salvador is within this Bay. It is centrally situated between Pernambuco to the N. and Rio Janeiro to the S. and the port where the grand fleets or flotas of Portugal rendezvous, as it is for the fleets also of those ports. The entrance between the peninsula and the island is about three leagues wide; but as several rivers discharge themselves into this Bay, their rapidity sometimes occasions a strong current to set from the N. end of the island round the point of the peninsula, as those rivers are more or less swelled with freshes. There is also an entrance between the S. end of the island and the main, but it is not half the breadth of the other; neither is it so safe, because a ship must stand very near the coast to make it. The S. end of the Bay is in lat. 13 deg. 5 min. S. and long. 34 deg. 50 min. W. Besides the comparative danger of the smaller channel on the S. W. side, from its narrowness, some accounts say that there is a bar at the mouth of it, shoaling from six, seven, and eight fathoms to six feet; this excludes the passage of great ships, and shews the necessity of sounding before any attempt of that nature are made. This Bay is every where well guarded with forts.---See **ANTONIO** Cape.

ALLUM Bay, round the Needles Point or N. E. from the rocks so called at the W. end of the Isle of Wight on the

coast of Hampshire, having good anchorage and a sufficient depth of water not far from the bottom of the Bay, and out of the strong run of the tide; which in the fair way is frequently very rapid, and accelerates or retards a vessel's motion, as a ship sails with or against the tide to an astonishing degree. The Needles are in lat. 50 deg. 42 min. N. and long. 1 deg. 39 min. W. and it is high water on spring tide days at half past nine.

ALMACARON, or ALMAZARON, is situate in a great bay, on the Spanish coast in the Mediterranean; 20 miles S. W. from Carthage on the W. side of which is a castle, and on the E. a rock standing high out of the water with a watch tower upon it. The lat. is 37 deg. 28 min. N. and long. 0 deg. 56 min. W. There is good anchorage in the road from 12 to 9 fathoms water, and less nearer the shore, as there is also on the E. side of the rocks and islands about 7 or 8 miles to the eastward, where ships are sheltered by the trending of the land S. to Cape Tignose from all winds but the S. W.

Baye des ALMADRONES, is without the Straits of Gibraltar, on the African shore, facing the Atlantic Ocean, being under the lee of Cape Spartel on the S. It is a safe road, with good anchorage in 12 and 13 fathoms water, and clean sandy ground; is well sheltered from N. and E. winds, but exposed to the S. and W. On this account ships that lie here must always be ready to put to sea, whenever the wind shifts to the W. but especially the southward of the W. otherwise they may be embayed with the disagreeable consequence of the dangers of a lee shore. But a speedy attention to the first change of weather will enable seamen to clear the road easily, and to take shelter round the point in Tangier Bay. Here there is very good anchorage and a clean shore before a hummock on a low ground near the strand, which appears like the ruins of an old castle, and is about a league S. of the cape. It is high water on this shore and round Cape Spartel into the straits soon after 3 o'clock at spring tides.

ALMAFRI, or AMALFI, on the coast of Italy, in the Gulf of Salernum, from which it is distant only three leagues; though it is high and sheltered from easterly and N. E. winds, has no haven, but only a road under the shore near the

point. Winds from the S. and W. blow right in. At this town the use of the compass for the purposes of navigation was first discovered. It is round a S. point of the land to the E. of Naples Gulf, in lat. 40 deg. 28 min. N. and long. 14 deg. 45 min. E.

ALMANUCAR.--See ALMUNECAR.

ALMAZARON.--See ALMACARON.

ALMEDA, is a town situated on the river Tagus in Portugal, and opposite to Lisbon, in lat. 38 deg. 33 min. N. and long. 9 deg. 4 min. W.

ALMENADRANA, on the coast of Spain in the Mediterranean, is N. N. W. a little northerly from Cape de Gatte, from whence it trends in that direction, distant about 8 leagues. There are several small bays and places of anchorage between them in a good depth, especially the Gulf Mohaca, round the cape from this town, where there is sufficient water, having from 8 to 12 fathoms.

ALMERIA Bay, of which some notice has been taken under Aladra, is a low plain coast each way, and for a great distance to the westward; at the W. end of which Bay, and on a river so called, the town of its name is situated in lat. 36 deg. 51 min. N. and long. 2 deg. 20 min. W. This is sometimes called Helena Bay, is very spacious, and runs inland between two points of land, and has a free and open entrance, which makes it a convenient place for ships to anchor in.

ALMERIA, on the coast of Mexico, has a small port, 20 leagues N. of Vera Cruz, in lat. 20 deg. 20 min. N. and long. 97 deg. 30 min. W. at the mouth of a small river. The air is much better than at Vera Cruz.

ALMIRANTE Islands, are several small islands, which extend from W. S. W. to E. N. E. from lat. 5 deg. 45 min. S. to 4 deg. 30 min. and from long. 52 deg. 30 min. to 55 deg. 40 min. E. in the South Indian Ocean. As they lie out of the way of commerce, and are little known to or visited by Europeans, we need not take any farther notice of them.

ALMUNECAR, or ALMANUCAR, on the coast of Granada in Spain, on the Mediterranean, has a good harbour, which is defended by a strong citadel, in lat. 36 deg. 30 min. N. and long. 3 deg. 45 min. W. It is 15 leagues due East from Old Malaga, and 22 from New Malaga. All the coast between is fair and clean; and to the W. of a rock, which has a chapel on it, there is a depth

of 12 fathom water. On the E. side of the point, on which the town stands, is the bay of its name, which extends about 3 leagues to the small town of Solebrenna; off which is a small island, where there is good riding under the E. point of the bay, and secure from the E. N. E. winds. All round the island is good anchorage, and ships may safely run between it and the main; the depth is from 14 to 16 fathoms, and good clear ground. See SOLEBRENNNA.

ALNE River, on the coast of Northumberland, falls into the sea below Alnwick, at Aylmouth, where it forms a creek, but has no harbour for vessels of burden. There is good anchoring in the road from 5 to 9 fathoms, which is N. N. W. from Coquet Island; in lat. 55 deg. 25 min. N. and long. 1 deg. 35 min. W. It is high water about 2 h. 45 min. at spring tides.

ALPHEUS River, belongs to the Morea, on the W. side of which it falls into that part of the ocean, which is called the Ionian Sea, nearly S. by E. from the nearest part of the Island of Zante; and there forms a small bay. The town of Longinico, to which small vessels may go up, is in lat 37 deg. 3 min. N. and long. 22 deg. E.

ALPHONSO's Island, is nearly S. from the S. W. extremity of the Almirante's Islands, in about 7 deg. and a half of S. lat. in a tract of sea which is little traversed by European vessels.

St. ALPHONSO's Island, on the coast of Terra del Fuego in the South Pacific Ocean, is in lat 55 deg. 51 min. S. and long. 69 deg. 33 min. W.

ALQUIVITE or QUEVETO Coast, which is washed by the South Pacific Ocean, extends from the Morro del Bonifacio, at the entrance of Baldivia on the S. distant 15 leagues, to the River Imperial on the N. distant 10 leagues. That on the S. is the lowest and flattest land on the coast of Chili; but that to the N. is higher, and in most places bold, but with the exception of the shoals that run W. S. W. from the Island Mocha, which island is N. W. by W. from the River Imperial. Alquivite is in lat. 38 deg. 40 min. S. and long. 76 deg. W.

ALSEN Island, a small but fertile spot, belonging to Denmark, to the South of Funen Island, and near the main land of Holstein or Sleswick. All ships must pass through the Belts to it; and there-

fore all strangers should take pilots. It is 100 miles W. of Copenhagen.

ALTEA Bay, on the coast of Spain in the Mediterranean, has been sometimes confounded with Alicant Bay; but it is more probably the same with what is now called ALTIER, which see.

ALTENA, or ALTONA, is on the larboard, or N. E. of the River Elbe, going up to Hamburg, from which it is distant only 2 miles; and is the sea-port for the Danish East-India Company. It is in lat. 53 deg. 36 min. N. and long. 9 deg. 47 min. E. and has high water at 6 o'clock at spring tides.

ALTENSOLEN Island, is a little eastward of the S. point of Maggeroe Island, as the N. cape is the northernmost point. It has a good road and shelter for all winds; and ships may run for it within Surroy Island through Suer Sound, leaving all the islands, except two, just on the larboard side. From hence a ship may run out to sea again northward, without going round the cape. It is about 3 deg. E. from Surroy Island, or 26 deg. of E. long. and about the same lat. of 71 deg. N. At and about the N. cape, it is full sea at 3 o'clock.

ALTERS or ALTARS, are a stony shelf, W. from Languard Fort, about a cable's length and a half, on which there is only 5 or 6 feet at low water; so that ships should keep near the fort till they have passed it, and then edge off a point or two to the W. till they come thwart of the N. point of Harwich. Thus they will avoid the Glutton on the starboard, which projects from the beach N. of the fort directly towards the point on the opposite side. The Gristle Sand, which is also N. N. W. from the Altars, and has only 3 feet water, will then be on the larboard, almost close to the ship; and when the western channel is fairly opened in the direction of W. by S. run in directly for the N. of the town, and anchor any where.

ALTIER town and bay, is to the N. E. from Alicant Bay, about 4 or 5 leagues; between them is the small bay or road of Jovosa, so called from the town on the shore. The Bay of Altier has its name from the town, which stands on its shore, before which a ship may anchor in 7 to 10 fathoms water; it is an excellent place for watering with expedition, and a whole fleet may ride in safety. Its lat. is 38 deg. 34 min. N. and long. 0 deg. 15 min. E.

ALVARA

ALVARA MARTENS Bay, is on the coast of Loango in Africa, on the S. side of which are two villages; near them is good anchoring ground from 3 to 6 fathoms. This bay has a very fine fair sandy strand. It is in lat. 3 deg. S. and long. 11 deg. E.

ALVARADO River and Cape is 20 leagues nearly W. from the western limit of Campeachy Bay, near the S. W. extremity of Mexico Gulf or Bay. All this extent is high and rocky, and has so foul a shore and so great a sea pouring in upon it, as to preclude all possibility of landing. The mouth of the river is about a mile wide, but the great quantity of sand thrown up by the sea, for more than two miles from the shore, makes it shoal, and almost chokes it up. But through these sands are two channels kept open by the currents of the rivers, especially in winter; the westernmost is the best of them, and has from 12 to 14 feet water. On each point of the river, sand hills of more than 200 feet high have been driven up by the sea; at 6 leagues exactly W. is also another large opening into the sea, which is a branch of the river. It is but 6 leagues farther to Vera Cruz.

ALVOREDO Island is 3 leagues S. of the island of St. Catharine's on the coast of Paraguay, in lat. 27 deg. 43 min. S. and long. 49 deg. 16 min. W. It has anchorage between the Island and main as well as St. Catharine's. See St. CATHARINE'S.

AMACUM River, on the coast of Guiana in South America, is 4 leagues S. E. from the Mocomoco, or eastern limit of the mouths of Oroonoko river. See OROONOKO.

AMADABAT, on the western or Malabar Coast of India, is 40 leagues N. of Surat, in lat. 23 deg. 10 min. N. and long. 74 deg. 22 min. E.

AMAK, or **AMAKA**, an island in the Sound on the E. coast of Zealand, separated by a very narrow channel from Copenhagen; being in lat. 55 deg. 35 min. N. and long. 12 deg. 42 min. E. It is about 4 miles long and 2 broad.

AMAL, is a town of Sweden, in Gothland, and on the Wener Lake; has a good harbour, and a very considerable trade. It passes from the Lake by the bay of Gottenburgh; and is in lat. 59 deg. N. and long. 12 deg. 40 min. E.

AMALFA, on the coast of Naples. See AMAFRI.

AMANSO Cape, on the S. E. part of Corsica Island, is the northern limit of Bonifacio Bay. On this point is a large castle, and two rocks lie just before the haven, by which marks it is easily known. The point of St. Boniface is about S. W. from it 3 or 4 leagues; and Cape Sigli N. N. E. distant 5 leagues, between which also is a bay.

AMANTEA, is a port town of Naples, near the bay of Eufemia in Calabria, 20 miles S. W. from Cosenza. It is in lat. 39 deg. 12 min. N. and long. 16 deg. 10 min. E.

AMAPALLA Bay, or Gulf, is on the western coast of Mexico in North America; is S. E. from Guatemala, and N. W. from Realejo, in the direction of the coast. The entrance to the Bay is between two peninsulas, which approach very near together, and serve to defend the Bay from the ocean; but it is very spacious within, and extends a considerable way from N. W. to S. E. It forms the harbour to the city of Amapalla, which is sometimes called Fonseca or Pensaca. The coast within the limits of the Gulf, and without the Bay, is free from rocks or shoals, and there is good anchorage when the wind is not fair to make the passage into the Bay; and especially to the N. of the entrance near the coast. If, however, it is a lee shore, this must not be attempted. There is a high and sharp hill, called the Hill of Amapalla, on the W. side of the Bay, with a port at the foot of it called Martin Lopes. The city is in lat. 12 deg. 40 min. N. and long. 91 deg. 10 min. W. It has from 10 to 12 fathoms water every where in the Bay, and ships sometimes load with tar and caeren in it. Ships may run in boldly, and will then see three islands, two of which are large, in the direction of E. and W. from each other; that in the middle is least. The most westerly one is called Canchagua, and is near the continent; but it is advisable to sound all the way as the ship goes up, and come to an anchor near it any where at pleasure. Those who are unacquainted, and apprehensive of any danger, should go up in a boat and find the anchoring place on the N. W. side of the island, in the corner of the Bay, at Amapalla. Be careful to see that the cables are good, as the tides run very strong; and the Indians, which live on the islands, will furnish fresh water, spare masts, &c. The River of Canchagua,

gua, opposite to the island, has abundance of mangrove trees, fit for any ship. It is 8 leagues N. W. from Consibina Point. The Bay is 10 leagues over. In the Gulf of Amapalla are also two islands; that called Mangera is a high round land, encompassed by rocks, with a small sandy creek on the N. E. side, and the other, called Amapalla, and the largest, is about 2 miles distance.----- Though the Gulf runs a vast way beyond this island, it is not deep enough to receive ships of burden.

AMARANTES Island. See **ALMIRANTE Islands.**

AMATIQUE Gulf, is an arm of the Gulf or Bay of Honduras, in the Gulf of Mexico, in North America; near the western extremity of the S. coast of Honduras Bay. It is formed by the peninsula of Cape Three Points, and that which lies between it and Dulce Gulf; and between these runs far into the land to the S. The Guanacoës River falls into it, by means of a Lagoon; and the port town of Amatique is situated on the western coast of its extremity. To sail for it give Cape Three Points a good birth, and at the same time keep clear of the rocks and shoals on the opposite coast, by keeping as much as possible in mid-channel, where there is a good depth of water. When ships have passed the point, the entrance into the Gulf becomes easy. It is situated in lat. 15 deg. 23 min. N. and long. 89 deg. W. and is in the province of Vera Paz.

AMATKINAK Island, is, with Ulak, the largest of the third group of islands between Asia and America. See **ALEUTIAN Islands.**

AMATTA FOA Island, is about 11 or 12 leagues distant from the Anamooka or Rotterdam of Captain Cook and other Circumnavigators, to the N. N. W. half W. It is but about 5 leagues in circuit, and probably has a volcano; it is inhabited, but not very fertile. Betwixt this and another island, called Oghao, is a safe channel of 2 miles broad, but without any soundings. See **ANNAMOOKA.**

AMAZONS River, is the southern boundary of Guiana, and the northern limit of Brazil, in South America; which, after a course of more than 3000 miles, discharges itself by many mouths or branches into the Atlantic Ocean, under the line, traversing that whole continent from the mountains which are

situated to the E. of Lima in the S. Pacific Ocean, and other places very distant to the S. E. of Lima behind that coast. It receives a great many navigable and other rivers in its progress to the E. both from the N. and S. and is very extensive at its mouths, and to some distance from them, especially at its annual overflow, when the tide of the ocean and the currents of the river render it astonishingly tumultuous and dangerous. At other times, the navigation into it, and through most branches of it, though it is full of islands, is very safe. On account of the trade winds, make the line of the equator, and then sail due W. this will bring a ship fair with the mouth of the Amazons River, which opens to you about N. by E. and from you about S. by W. The headland of the W. shore of this channel lies due N. and is called the North Cape; and all ships must take especial care, not to be farther to the N. W. to the leeward, as it may be very difficult, and sometimes impossible, to recover the River Amazons, by contending both with the wind and current. Supposing a ship to have made Cape North, in lat. 1 deg. 58 min. N. and long. 49 deg. 54 min. W. which is the N. W. limit of the opening of this wonderful river; stand in for the Cape till the ship come into 6 fathoms, and there are gradual and just shoalings, and not less than 5. This will be 2 leagues from shore at least, because there is a flat all along the E. side of the island, on which the N. cape is situate, as far as the mouth of the River Arrowary. The main land shoots out eastward from the mouth of that river to a large round cape for 5 leagues; off which, at the same distance from shore, there will be found from 7 to 10 fathoms, then steer E. S. E. to avoid a long reef of sands, which ends in a sharp point, and has a small island of sand at the end of it, dry at low water. This is necessary to keep clear of the effects of the indraught of the ebb, which is very strong, into the Arrowary Channel, and which otherwise might horse a ship on the island or reef just mentioned. Then stand in S. by E. for the Island of Arripoka, which is the first island in the mouth of this river, and makes the E. point of the channel. See **ARRIPOKA Island.** The W. point is the northern point of a large river which falls into the sea from the main in the direction of E. by N. The lat. of the mouths is only

30 min. S. and long. 47 deg. 40 min. and 49 deg. 25 min. W. It is high water at 6 o'clock.

AMBEEZES, or AMBOISES Cape and Island. See AMBOISES.

AMBLETEUSE, is a sea-port town of France in the province of Picardy, facing the S. coast of the county of Kent in the English Channel. It is defended with a battery of cannon, and is only 8 miles N. of Boulogne, and 12 S. W. from Calais. A long, narrow reef runs off from St. John's Road, which lies to the N. of it, called the Bassare, to the S. W. and S. W. by S. on which is from 4 to 6 fathoms, though there are 20 and 25 fathoms very near it on the outside. For the deepest water is to the N. and soundings of 20 fathoms on this coast are a sure indication that a ship is without the reef. It is high water here at 11 o'clock at spring tides. The lat. is 50 deg. 48 min. N. and long. 1 deg. 37 min. E.

AMBOISES or AMBEEZES Cape and Island, on the coast of Benin, on the W. side of Africa, in about 4 deg. 16 min. N. lat. and 10 deg. 50 min. E. long.--- The River Rey, or King's River, is to the N. E. of it. This land has prodigious steep and high cliffs on the main, and others among the islands, through which ships may sail; but do not anchor in less than 7 fathoms. From the high cliffs fall S. S. W. for the island of Amboises, to reach Point Bato; and when there is 8 or 9 fathoms above that, run towards Cape Camaroon to the S. E. by E. by which a ship may get into the river.-- The most easterly of these islands is very high, and supposed to be as high as the Pike of Teneriff; before which ships ride at anchor, but the sudden whirlwinds and gusts from the mountains render it advisable to moor them safely. See BATO and CAMAROON. To pass from the River Rey W. of the Island, never fail in less than from 8 to 12 fathoms water.

AMEOY Bay and Town. See PERTH AMBOY.

AMBOYNA Island, is about 24 leagues in circumference, and very fertile in cloves, off a deep bay on the S. side of the island of Ceram, not far from the W. end of it. The lat. is about 4 deg. 25 min. N. and long. 127 deg. 20 min. E. It is one of those called Moluccas or Spice Islands.

AMERA, or AMBRO Cape, sometimes

called Cape Natal, is the N. point of Madagascar Island, in lat. 12 deg. 15 min. S. and long. 49 deg. 10 min. E.

AMBRISSE River is about 23 leagues S. by E. from the N. point of the entrance into the River-Congo, and about the same degree of long. which makes its situation to be 7 deg. 10 min. S. and long. 13 deg. 25 min. E. It has a very flat, low land on the S. side, and the sea breaks violently on the point of land; the country is a close green forest, but has not many great trees. Come no nearer the coast than 8 fathoms. There is a rocky point about a league to the S. of this river, over which the sea breaks with a prodigious noise.

AMBROOK Island is a small island under Oesel, being 7 leagues N. E. from Domesness, and 8 leagues N. W. from Round Island. The ground is all foul, sharp, and stony, with great overfalls and sudden and uneven, differing 3, 4, and 5 fathoms at once. It is 5 leagues E. N. E. northerly from the S. point of Oesel, under which point the white church bears W. by S. and there ships may anchor in 7 fathoms in good soft clay; which depth will be found almost close to the shore. See ARENTSBERG.

AMBROSA Island, on the coast of Chili in South America, on the South Pacific Ocean, is in lat. 26 deg. 40 min. S. and long. 82 deg. 35 min. W.

St. AMBROSE Gulf or Haven, is on the W. coast of Africa, S. S. E. from Cape Negro, in 20 deg. 25 min. S. lat. and about 13 deg. of E. long. It is a fair, bold shore, and even land, with white sand hills, to the S. as far as Cape Sierra, for between 20 and 30 leagues. On the N. to the point of Praga Niowes is a fair strand and steep, with 14 fathoms and a black sandy ground, a league and a half from shore.-- For proceeding northward on the coast, see PRAGA NIOWES; and to go South, see SIERRA Cape.

AMBRYM Island is one of the New Hebrides in the South Pacific Ocean, in lat. 16 deg. 10 min. S. and long. 168 deg. 12 min. E. It is 2 leagues and a half from Whitfuntide Island to its nearest or N. side, and about 17 leagues in circuit.

AMELAND Island is on the N. coast of Friesland, having a narrow channel between the island and main. The Schelling, Vlieland or Flyland, Eyerland, and Texel

Texel Islands succeed each other in the direction of W. S. W. to S. W. from it. Several more islands are also on the N. coast eastward from it, with a channel on the S. of them towards the main land, and with channels betwixt most of them in and out from the sea. One of the channels into the Texel, or rather the Zuyder Zee is S. nearly from the westernmost point of this island, afterwards to S. W. parallel with the coast. For particular directions, see AMSTERDAM and TEXEL. It is about 3 leagues long. from E. N. E. to W. N. W. and scarce 1 broad, and has anchorage in the channel on the S. side of the W. end of the island. This is called the Ameland channel; and to go into it, make the coast of Schelling, which may be seen in 15 or 16 fathom water, with a ground of white sand. Bring the Beacon on the E. end of Schelling right over the steeple of Hoorn, bearing S. S. W. westerly, and go in till the Beacon on Ameland and the steeple of Hoelm also on the W. end come one over the other. Having now done with the first mark, sail upon the second till the ship falls in with the utmost buoy, which lies within the outermost point of Born Reef. In coming from the westward, sail along the strand of Schelling in 5 fathoms to 5 and a half at low water, to the outmost buoy; there the church and steeple on Ameland will be one over the other, bearing E. southerly. The second buoy lies thwart the W. end of Camper Sand; and from the first to the second buoy the depth will be 5 and 6 fathoms. Having passed the second buoy, bring the steeple a little N. of it, and go E. N. E. towards the third buoy on Gevritshonden; by that course in 8 to 9 fathoms, the flat from the S. side towards Born Reef will be avoided.-- Here must be left the third black buoy on the larboard side, and a white one on the starboard, and run S. E. in 7 fathoms to the fourth black buoy, which is to be left also on the larboard, and the white one on the starboard. The flat on the N. side a ship may run along by the lead; but be careful of the shifting of the tides, which run very strong in the channel to N. N. W. over Born Reef into the sea, especially in the first quarter ebb. After having passed the fourth buoy, the sides are very steep; sail on to S. S. E. in 8 to 12 fathoms, till Hoelm Steeple come over the S. point of Ameland, where the boats lie, when a ship will be in the bight.--

To go farther into Horsen, so called from the point of the sand on the starboard, sail E. N. E. along by the S. side of Ameland in 5 to 6 fathoms till a red tiled house on the land come a little N. eastward of Hoelm Church; there will be good ground, well sheltered from all winds, in 5 or 6 fathoms water, and little tide. In the fair way is 12 fathoms, and the N. shore is very steep. In the Ameland Gat or Channel, it is high water at 9 o'clock; but without it at 7 h. 30 min. The Island may be seen in 12 fathoms, in coming from the sea, but cannot in 15 or 16. This Island may be considered as in lat. 53 deg. 30 min. N. and long. 6 deg. 15 min. E.

AMELIA Island is about 7 leagues N. from St. Augustine, on the coast of E. Florida; being 13 miles long and 1 broad, and within a league of St. John's River. It is in lat. 30 deg. 26 min. N. and long. 81 deg. 10 min. W.

AMELIA Island is on the coast of Georgia in N. America, between which and Cumberland Island on its N. is the inlet to the river of St. Mary's on the main continent, called Amelia Sound.

AMELIA Sound, on the coast of Georgia, as in the preceding article, of which the inlet is commanded by a fort on the S. end of Cumberland Island that is situate on the N. of it.

AMEREN Island, is N. E. from Helighland or Holy Island, and N. from the entrance into the Hever; and 3 leagues S. S. W. from the Island of Silt. All these are on the W. coast of Holstein. See HELIGHLAND and HEVER.

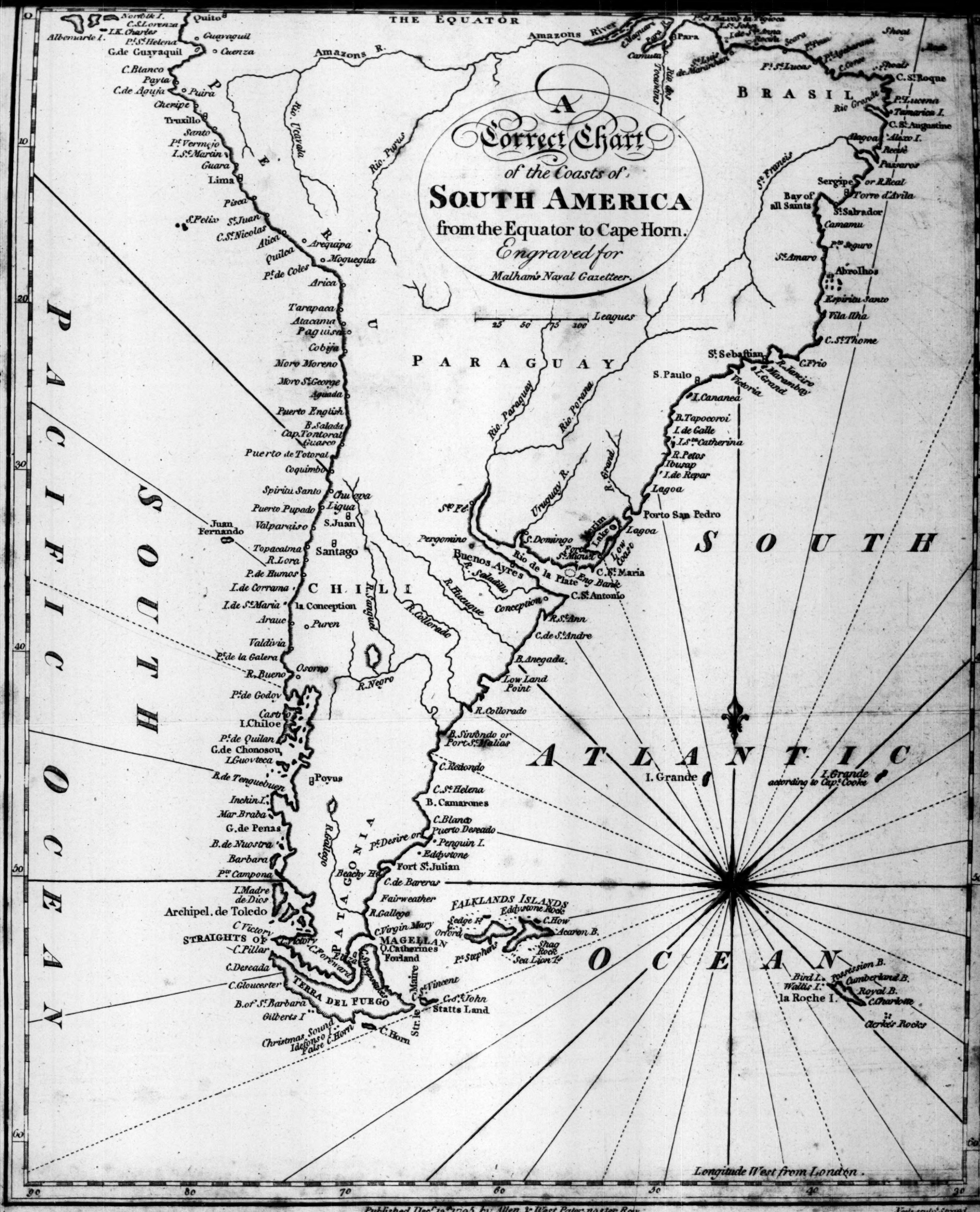
AMERICA, N. W. coast of, has been discovered in lat. 44 deg. 33 min. N. and long. 124 deg. 40 min. W. at 8 leagues distance from the shore, and in 73 fathoms with a muddy bottom; about a league farther out is 90 fathoms. The land there extended from N. E. half N. to S. E. by S. Three leagues from land, when it extended from N. by E. half E. to S. half E. the extremes being equally distant, about 7 leagues, is 55 fathoms over a muddy bottom, and no signs of any harbour. Southerly winds on this coast are the sure preludes of a storm; but it seldom holds more than 4 to 6 hours, and is succeeded by gales from the N. W. with fair weather. These and to the W. are the most prevailing winds, and make it difficult to get up to windward; hence these storms are most essentially serviceable for traversing those seas.



A
Correct Chart
of the West Coast of
NORTH AMERICA
from
Bering's Straits to Nootka Sound
Eng. for Matham's Naval Gazetteer

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AMIAZ Island on the coast of Brazil, on which the city of Santos is situated; from hence it is called the gulf or bay of Santos or Saints. St. Vincent's is in another part of the same island; before both of which there is good anchoring. Many small rivers come into it, which are well defended by forts. See **ALDEA de Trinidad**.

AMIRANTE, or **CARNABACO** Bay, is a large bay on the N. coast of the Isthmus of Darien, and very near the limits of N. and S. America. It is in the province of Veragua, on the N. W. of the Bocca del Toro, or Toro channel, and the Bay of Conception; from which only it is separated by a congeries of rocks which lie in the ocean near the coast. The bay is entered through a narrow channel between a rock on the E. and a point of land on the W. of which the situation should be well known before a ship approaches too near to the opening of it.

AMISSEN or **MISSEREN**, is to the E. of Cormantine, between it and Dajou or Tagu near the rough point, on the gold coast of Africa; where a small river comes in, which can only be navigated by canoes, nor has it any riding in the mouth of it. From this point the coast bears away N. E. by E. 2 leagues to Devil's Hill and the road of Mangoo before it. The lat. is about 5 deg. N. and long. 1 deg. 10 min. E. which is nearly the distance from Cape Three Points.

AMLAMGODE River is on the S. W. coast of the Island of Ceylon in the East Indies, between Barberin Island on the N. W. and Ragama point on the S. E. about 11 leagues distant. It is not navigable, and the shoalings on the shore are very uneven and dangerous, so that ships cannot safely come nearer this coast than 20 fathoms. It is known by a garden of cocoa trees. There are other small rivers on this coast besides this of Amlamgode.

AMLUK Island is one of that cluster of six or more, which lies in lat. 52 deg. 30 min. N. nearly, and about 28 deg. of E. long. from Petropaulowski, or 173 deg. and a half W. from London, extending about 4 deg. from E. to W. It has a good harbour.

AMOGHTA or **AMUCKTA** Island is in lat. 53 deg. 38 min. N. and long. 168 deg. 43 min. W. between the Islands of Japan and the N. W. coast of America. See **AMUCHTA**.

AMONA River, on the coast of Guiana, to the westward of Arwacas Bay, is deep and navigable far up into the country, and if necessary would contain a large fleet; but there is no trade or produce on its banks to bring shipping hither. But as it lies in almost straight, without reaches or windings, the tide, especially the ebb runs so violently, that no anchor can possibly hold, unless some bight or eddy can be found to ride in, where the current does not reach. It falls into the ocean in lat. about 6 deg. N. and long. about 55 deg. 50 min. W.

AMORGUS, or **MORGUS** Island, in the Archipelago Sea, is S. E. of Naxia Island between it and Stanvalia, having a pretty fertile soil and excellent wine. It is about 10 leagues in circumference; and is situated in lat. 36 deg. 35 min. N. and long. 26 deg. 20 min. E.

AMOUR or **AMUR** River, falls into a gulf of the sea of Okotsk, or the Lama, a part of the Oriental Pacific Ocean. Charan muran was the name it was formerly known by, but the Chinese and Manchus now call it Saghalien or Sagalin-ula. It is also sometimes known by the names of Jamur, Onon, Helong-kiang, and Sihilka; is navigable near to the sea, and abounds with fish. It is said to lie on the Penhinkian sea, on the W. side; and that, except Yamsk and Okotsk, it is the only harbour on all that side of this sea.

AMOY Island on the S. W. coast of China, where the English formerly had a factory, is in lat. 24 deg. 30 min. N. and long. 118 deg. 45 min. E. in a bay of the continent; it is W. from the nearest part of Formosa Island little more than 3 deg. of longitude, and from the S. E. point of China, which is E. from Macao, is about N. N. E. in the direction of the coast. To make it after leaving Macao bay on the larboard, keep off in 34 fathoms to Pedro Blanco beyond the coast of Canton, in lat. 23 deg. 5 min. N. and long. 114 deg. 30 min. E. There are several bays on the coast from hence to Amoy, as Harling's Bay, Bear's Bay, Branden Bay, Cranmeir Bay, Wirenger's Bay, and others; and the whole shore is covered with islands, so that ships may pass within them from one to another, or sail without them all till they are thwart of Amoy. It is 40 leagues from Wirenger's Bay. The entry into it is difficult; but an English pilot will, upon signal, be sent from the factory. It is high

high water at 12 o'clock, and spring tides rise 23 feet. To sail from Amoy for Chusan, it is best to turn out between Lifton Island and Quemoy, till the chapel Island bears S. W. by W. 4 leagues off, particularly attending to a dangerous ledge of rocks which runs off to the S. W. a great way from the W. point of Quemoy. It is best to run out to sea E. by N. from Quemoy, till the ship has passed the Tantees rocks, leaving the Chapel Island on the W. 3 leagues. Then sail E. N. E. to clear the Piscadores Islands, and the coral grounds which are N. N. E. from them; and when the ship has got a sufficient offing, steer N. N. E. and N. by E. without all, nearly parallel to the coast, as far as into lat. 29 deg. 50 min. From hence stand right in with the coast for the Pathahcock rocks or islands, and after leaving them at N. E. by E. steer N. N. W. till you make the Chusan islands; and then come to an anchor on the N. W. side of the great Island of Chusan in 7 to 12 fathoms water.

AMPENIE, on the gold coast of Africa, is only a league and a half E. from Comenda, from which there runs out a reef parallel to the shore, within which is good anchorage for small vessels in from 4 to 5 fathoms. In coming from the westward or Cape Three Points, especially in the night or in thick weather, keep on the outside of the reef in 15 or 16 fathoms, and heave the lead; if there comes up red sand and 15 fathoms, and the sea is heard to break on the rocks, come to anchor immediately, else the strong currents to the eastward will drive you past the port.

AMPHROGUES Rocks are about a league E. from the N. E. point of Guernsey Island. They are partly dry at low water.

AMPULLA Cape is 7 leagues E. N. E. and N. N. E. from Alfrague on the southern coast of Spain in the Mediterranean; and the coast between is flat and low, full of salt ponds, and marshy or sandy grounds. Good anchorage is behind it in 6 or 7 fathoms. It is N. E. from hence to Salo 7 leagues.

AMPURIAS, is a port town of Catalonia, on the coast of Spain, in the Mediterranean, at the mouth of the River Fluvia, 60 miles N. E. from Barcelona. It is in lat. 42 deg. 5 min. N. and long. 3 deg. 6 min. E.

AMSELLI, on the W. coast of Africa,

is 18 leagues S. W. by S. from the River Dorodus, and 17 N. from the bay of Albaeh. It is a barren and desolate coast, and nobody goes on shore near it.

AMSTERDAM, the principal city of the Low Countries, is situated at the mouth of the River Amstel at its junction with the River Ye or Wye, where it forms a port capable of receiving a thousand large vessels. It is about 2 leagues from the Zuyder Zee or Sea. The port is about half a league in length, and above a mile in breadth, and is always filled with a multitude of vessels. Towards the sides of the haven, the city is inclosed by large piles, driven into the ground, joined by beams that are placed horizontally. It makes full sea at three o'clock. See *TEXEL* and *ZUYDER ZEE*.

AMSTERDAM Island, in the Indian ocean, to the N. of St. Paul's Island, is in lat. 37 deg. 55 min. S. and long. 75 deg. 15 min. E. This has been frequently recommended as the course for the East India ships to take; and from hence N. N. E. easterly into 15 deg. S. lat. and about 10 or 11 deg. more of E. long. From thence steer due N. into 7 deg. N. lat. and afterwards E. to make Ceylon Island, in that lat. On your course N. beware of the current which sets out of Bengal Bay, and edge off in steering to counteract it. See *ABASSES*, or *BAXIOS*.

AMSTERDAM Island, in the South Pacific Ocean, is in lat. 21 deg. 9 min. S. and long. 174 deg. 46 min. W. It has high water at eight hours 30 min. and is otherwise called *TONGATABOO*, which see.

AMUCHTA Island, one of the fourth group of islands between Asia and America, of those called Fox Islands, which are 16 in number. See *AMOGHTA* Islands.

AMUR River. See *AMOUR*.

ANADIR River and Sea, on the N. E. coast of Asia, is near that part of the northern sea, the situation of which has not been exactly ascertained; but too far removed from the seats of commerce, and too much obstructed with mountains of ice, floating in tremendous bodies, to render its knowledge of the smallest use in navigation. It is N. of the Kamtschatka Sea, and is properly the northern part of the Oriental or North Pacific Ocean, where it meets the Icy or Frozen Ocean.

ANAFE, ANAFEE, or ANFE, on the western coast of Africa, S. W. by S. from

the direction of the coast from Sallée, about 10 or 12 leagues distant; to the westward of it is a steep point with red cliffs, which look like houses, as there are on several other places on this coast. Ships may anchor, on occasion, to the S. of this point, off Algaffa Bay on the S. W. in from 18 to 25 fathoms.

ANAGADA Island, in the West Indies, is in lat. 18 deg. 36 to 42 min. N. and long. from 64 deg. 5 to 28 min. W. It is nearly W. N. W. from the Virgin Islands, and to leeward of them, and dependent on the Virgin Gorda; very low, and almost covered at high tides. On its S. side is Treasure Point. See ANEGADA and NEGADA.

ANAIRES Island, or ASINARIA Island, Sardinia. See ASINARIA.

ANALAMBANA, is on the W. shore of the bay of Benin or Ferosa, about E. N. E. from the River Volta on the coast of Africa, and on the N. E. part of the Gulf of Guinea. It is 33 leagues from the city of Caran, on the E. side of Lagoa River, to the S. E. nearly, within the Lagoa; of the channel into which it opens some account has been given under Albo. See ALBO and LAGOA.

ANALATIVA Island, one of those near the N. W. point of Ceylon Island. It is supposed to contain about 1000 inhabitants.

ANAMBA Island, in the East Indian Ocean, is nearly W. from the most westerly part of Borneo Island, in 2 deg. 58 min. N. lat. and 106 deg. 45 min. E. long. It is surrounded with rocks, and is about 4 deg. N. from the N. side of Banca Island; in the direction of N. E. from the most easterly point of Malacca Straits.

ANAPA, or SUNDJIK River, without the Straits of Kaffa, to the eastward of the Crimea, in the northern part of the Black Sea; the W. cape of which is in lat. 44 deg. 24 min. N. and long. 55 deg. 18 min. E. and the E. cape in lat. 44 deg. 22 min. N. and long. 55 deg. 32 min. E.

ANARES or ANANES Islands, in the Archipelago, off the S. W. end of Milo Island, within the distance of about 7 miles, and in about 36 deg. 36 min. N. lat. and 24 deg. 51 min. E. long.

ANASTASIA Island, a small island on the eastern coast of Florida, in N. America, nearly S. of St. Augustin, and situated on the Atlantic Ocean.

ANATACAN Island, one of the La-

drones, N. from Tinian, in about 16 deg. and three quarters N. lat. which neither affords anchorage, nor has any fresh water or inhabitants. The Ladrões are in about 143 deg. E. long.

ANATTOM Island is the most southerly of the New Hebrides, in lat. 20 deg. 3 min. S. and 170 deg. 4 min. E. long. and 12 leagues from Port Resolution in Tanna, from which it is S. 30 deg. E.

Basis ANAUMAR, a rock which is never dry, about three quarters of a mile E. by S. from the Common Shoal, near Lanion Bay, on the coast of France in the English channel. It is E. of Morlaix.

Petit ANCE Bay, in the Island of Martinico, in the West Indies, is a good station for ships, where they may lie in safety.

ANCHEDIA Island, on the western coast of the Peninsula of India, 12 leagues nearly S. from Goa, in about 15 deg. of N. lat. and 73 deg. 40 min. E. long.

ANCHOR Island, in Dusky Bay, New Zealand, in the S. Pacific Ocean, about two leagues up from the entrance; it is necessary to pass several islands in running up, and round a point on the larboard; at the eastern extremity of the island there is anchorage in 56 fathoms water, within the length of a hawser from the shore. See *Dusky Bay*. There is also a harbour on the N. side of the island, which may probably be entered from the westward, by keeping the westernmost of the two Petrel Islands nearly on the larboard, so as to avoid a small island and some sunken rocks on the starboard; there is sufficient depth of water and good anchorage, but perhaps ships will generally be obliged to turn out with the ebb.

ANCHOR Point, in Newfoundland Island, is in lat. 51 deg. 15 min. N. and 56 deg. 47 min. W. The variation of the compass is 25 deg. 30 min. W. and this coast has high water at 9 o'clock.

Cape d'ANCIA, in Italy, is S. E. by S. from the mouth of the Tiber 6 or 7 leagues, and W. N. W. from Port Neptune or Naton scarce a league. The coast along the shore to the N. W. is very rocky, and a continued chain of larger rocks runs off into the sea from this cape to the S. E. which are above water, half way to the Mole of Port Neptune; and there are some smaller rocks, with channels betwixt them, as far as the Mole, from which to join these

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some rocks run off at S. by W. See Port NEPTUNE. It is in lat. 41 deg. 30 min. N. and long. 12 deg. 20 min. E.

ANCO, or ANCON, on the coast of Chili. See ANCON.

ANCOBAR, or GOLD River, on the coast of Guinea in Africa, on that part called Upper Guinea or the gold coast; which falls into the N. Atlantic in the direction of S. by W. and forms a good harbour at its mouth in from 7 to 9 fathoms, and on the coast on each side from 8 to 10 fathoms. In its progress it separates the territories of Ancobar and Axim; and at some distance from the entrance is a pretty large island lying in the middle, called Accas, which extends so near the shores on both sides of the river, as to render the channels very narrow. The Dutch factory of St. Anthony is on the Axim or E. side of the river, between this island and its mouth. This river is also remarkable for some fine shady groves of trees on its banks, extremely convenient to the inhabitants of so hot a climate. It has the names of Axim, Cobra, and the Snake River, from its serpentine form near the ocean; it is nearly W. N. W. from Cape Three Points 10 leagues, and about lat. 4 deg. 48 min N. and long. 0 deg. 40 min. W.

ANCON, or ANCO Cape, is the N. point of Chiloe Island on the coast of Chili, in the S. Pacific Ocean, and the bay so called from it lies betwixt the island and main, extending both to N. and S. considerably farther than the island. This point is in about 42 deg. S. lat. and long. W. about 80 deg. See CHILOE.

ANCON Port, is towards the N. E. from Callao Port in the S. Sea, or S. Pacific Ocean, its N. cape being about a mile and a half from Cadavaylo River, and the S. cape 16 or 18 miles N. from it. The soundings, except very near the shore, are from 9 to 20 fathoms, or more, and off the S. point or cape is a small island with 16 fathoms on its W. side. To the W. of this port about 5 or 6 miles is an island, with 2 or 3 rocks, &c. round which is 20 or 30 fathoms. This river is 8 or 9 miles N. N. E. from Callao. Be careful to enter this port, which is only 1 league from the great Piscadore rock, to the N. W. of the great rock; it is a good port and safe riding, being all clean and deep water, but affords neither fresh water, wood, nor any provisions.

ANCONA, on the N. E. coast of Italy up the gulf of Venice, and a projecting point or cape towards the N. The course to it, in the direction of the coast, is N. W. northerly. It has a mole, and a good haven within it, sheltered from all winds, but a signal must be hoisted for a pilot to bring you in. It is in lat. 43 deg. 38 min. N. and 13 deg. 30 min. and a half E. At the N. point of the E. head of the Mole, and within the Heads, the pier turns about W. and makes a hook; on the end of the pier is a large pavilion or tower, and within the battery ships ride very well secured, in 7 or 8 fathoms, scarce a cable's length from the shore. It is W. by N. 8 leagues to Synagaglia.

ANCONES, a high black point of land, on the E. side of the white sandy strand, which appears to the W. in making the coast of St. Martha on the Spanish main, in a direction of N. and S. There are several small points between, which are also known by the same name. The coast is thus distinguished from all others hereabouts; and between the points lie the city and port of St. Martha, in lat. 11 deg. 27 min. N. and long. 74 deg. 4 min. W.

ANDALUSIA, or Paria Gulf, on the E. part of Terra Firma in S. America; being limited on the N. W. by the Cape de Salinas, and on the S. E. by the nearest coast of Trinidad Island. The entrance into it from the N. is called Bocca del Drago Strait, and is a dangerous passage, if not properly attended to, as there are several rocky islands just in the middle of the channel. There is another entrance on the S. E. between the S. W. end of Trinidad Island and Point de Gallo; but this is seldom used, on account of the rolling sea on that coast, occasioned by the meeting of the ocean with the water from the mouth of the River Oroonoko, which discharges itself on the S. E. of this gulf.

ANDAMAN Islands, are on the E. side of the entrance of the Bay of Bengal, between 10 and 14 deg. of N. lat. and from 93 deg. to 93 deg. and a half of E. long. Ships which may touch at these islands are furnished with rice, fruits, roots, and herbs. The great Andamans extend from 11 deg. 45 min. to 14 deg. N. lat. and are in 91 deg. 55 min. of E. long. and the little Andaman lies in lat. 10 deg. 30 min. and long. 91 deg. 58 min. There are many coral grounds along the W. side of the Andaman Sand, and in some

some places other large rocks and great overfalls. The southernmost of them is called the Chitte Andaman, or little Andaman; and they extend, including, though improperly, the Nicobar Islands, 150 leagues from N. to S. there are however intervals in some places of 20 or 30 leagues between.

ANDARO Island on the western coast of the peninsula of India, is in lat 10 deg. N. and long. 73 deg. 35 min. E.

ANDAYE, at the distance of 9 leagues from Bayonne, at the bottom of the Bay of Biscay, is on the French side of the River Bidasioa, which is the limit or boundary from Spain. It is in lat. 43 deg. 25 min. N. and long. 1 deg. 45 min. W. and has a strong fortification to defend the entrance of the port. It produces the most expert seamen, and has a good trade. The time of high water here is half past three at spring tides.

ANDERNO Port, on the E. side of Scarpante, one of the Archipelagos Islands, is nearly in the course from the E. end of Candia Island to Rhodes, to the N. E. See SCARPANTE.

ST. ANDERO, 20 leagues to the W. of Bilbao, on the S. coast of the Bay of Biscay, though a very good harbour, cannot be safely entered without a pilot. It is good anchoring in 10 fathoms a little southward of the point of the peninsula, on the W. side of the town, at the bottom of the bay which is formed by Cape Kalgio to the E. by N. distant 3 leagues and a half; where ships may have any depth from 7 to 20 fathoms. See KESGO Bay and Cape; and under ST. ANTHONY for a knowledge of the coast. Spanish men of war are sometimes built and laid up here. Its lat. is 43 deg. 25 min. N. and long. 4 deg. 30 min. W.

ST. ANDERO Island, is S. E. by E. from Cape Gracias a Dios, the farthest point eastward of the province of Honduras. It is not far from St. Catherine's or Providence Island to the W. S. W. in the lat. of 12 deg. 30 min. N. and long. 81 deg. 40 min. W. About S. W. from it is the entrance into the Lake of Nicaragua, more than 40 leagues distant. Sometimes it is called Andres.

ANDON'S Island, in the N. Pacific Ocean, is one of those which was seen by the celebrated Captain Cook, and is nearly in lat. 62 deg. 35 min. N. and long. about 167 deg. W.

ANDONY River, on the coast of Benin in Africa, and E. from Cape Fermoia,

between the New and Old Calabar Rivers, in about 4 deg. 30 min. of N. lat. and 9 deg. 55 min. of E. long. In coming from seaward for the Port of Bany, to avoid the shoals and sands which lie thwart the mouth of that river, run E. to this river, and then keep W. in 6 fathoms by the shore, and so on till the ship be pretty near or past the cape called Rough Point in 4 fathoms. After getting about the point, there will be found anchorage in 10 or 12 fathoms, sheltered from easterly and southerly winds. On this coast it is high water about half past 6 o'clock on full and change days.

ANDREA, ANDRI, or ANDROS Island, is one of the most fertile and delightful in the Archipelago Sea, and lies near the S. end of Negropont. It had many other names among the ancients, as Antandros, Caurois, Epagris, Hydrusia, Lafia, and Nonagria. The inhabitants, mostly Greeks, are from 4 to 5000. One of the Fairway channels for the N. E. coast, or Constantinople, is between the N. W. end of this island and the S. E. of Negropont, after having passed between the Islands of Serigo and Serigollo at N. E. and then more northerly so as to keep within sight of Cape Angelo at N. E. from Serigo on the larboard. The directions from this cape are to steer N. N. E. and then N. by E. between the Islands of Zea and Macronisi, and with that course a little more northerly to clear the N. W. end of Andrea Island; but if we may judge from the best charts we have been able to procure, the course N. E. from Cape Angelo will lead very near to the N. end of Andrea, which is in lat. 37 deg. 50 min. N. and long. 25 deg. 25 min. E. This island is N. E. by E. 8 leagues from Zea. The N. channel towards Negropont is about a league broad, and the safest passage; for the channel to the S. though 2 leagues broad, has many rocks under water on the starboard shore of Tinos Island, so that ships must keep near to this island on the larboard. Though there is a haven at the W. end of this island, it is but a bad one, being full of rocks and very difficult to get either in or out, and bad riding when a ship is in it.

ANDREA or ANDREW'S Cape, the E. point of Cyprus, is in lat. 35 deg. 31 min. N. and long. 34 deg. 55 min. E. It is said that the high mountain of Libanus, near Tripoli, to the S. E. may be seen in clear weather from the hills near this

cape. See **ALBANIA** Cape. Off Cape Andrea are two or three small islands, but no rocks or shoals; so that ships may ride under the cape itself, or on either side, as the weather shall direct, with great safety. From hence the coast trends W. on the N. side of the island, and S. W. towards the S. side.

ANDREANOFFSKIE Ostrova, the third group of islands, 16 in number, of which **Amatkinak** is largest.

St. ANDRES Bay, or **ANDREW'S**, a secure harbour in the Gulf of Mexico, on the S. coast of West Florida, in North America. It is situated between Santa Rosa Bay on the N. W. and St. Joseph's Bay on the S. and being principally surrounded by the land, is well sheltered from almost all winds. It is in 30 deg. 15 min. of N. lat. and 85 deg. 45 min. of W. long.

St. ANDRES Island, on the Mosquito Shore, off the Pearl Keys. See **ANDERO** Island in lat. 12 deg. 30 min. N. and long. 81 deg. W.

St. ANDREW'S Bay, on the E. coast of Scotland, situated between the Forth and the Tay. From the outermost rock of the Carrs, which is two leagues N. from the island of May, the course along the shore is N. W. by W. near two leagues. The haven is defended from the easterly sea by a stone pier, near which a ship must sail by close on the starboard; the entry is very narrow, and it has only 7 or 8 feet at neap tides, and but 10 or 11 at spring tides. There is 7, 8, or 9 fathoms to seaward, with a good road in every part of the bay for all off-land winds, but not otherwise. The city is at the bottom of the bay, close upon the shore, in lat. 56 deg. 18 min. N. and long. 2 deg. 42 min. W. it is high water at spring tides a quarter past two o'clock.

St. ANDREW'S Island, or **ANDREA**, in the Gulf of Venice, on the W. side of Lissa Island; though small, it has a harbour, which many of the islands in that sea possess. See **LISSA**.

St. ANDREW'S River and Point, on the coast of Africa, is N. E. by E. from Cape Palmas, their distance being between 20 and 30 leagues. It is situated in that track of coast, extending 7 leagues, which is called the Red Cliffs or Red Land. No ships go up this river, though there is good trafficking here; for the Negro canoes come down with teeth to sell, for which a great trade is carried on upon that coast. There is no more than

10 or 12 fathoms water at 2 leagues from shore, and there is anchorage close under the point in 3 fathoms; wood and water may be also got here, but no provisions. See **RED CLIFFS**.

St. ANDREW'S Cape, on the W. coast of Madagascar Island, in the Indian or Eastern Ocean, and nearly E. from Mozambique on the coast of Africa; it is in 15 deg. 46 min. S. lat. and 45 deg. 16 min. of E. long. From hence the coast trends one way to the S. and the other to E. by N. A shoal or flat lies parallel to the coast southward, of 80 leagues extent, called **Bassas de Procellas**, within which ships may run almost all the way. See **BASSAS DE PROCELLAS**.

St. ANDREW'S Cape, on the eastern coast of South America, is in lat. 37 deg. 55 min. S. and long. 60 deg. 45 min. W. and is situate between Rio de la Plata on the N. N. E. and Anegada bay on the S. S. W. See **ANEGADA** Bay.

St. ANDREW'S Cape, on the N. shore of Maghellan Straits, in the reach which trends from Cape Forward to the W.

ANDREW Bay, on the N. shore of the Straits of Maghellan, between Port Holland on the E. and Cordes Bay on the W. at the entrance of which there is good anchorage in 12 fathoms water.

ANDREWS, a sand which lies off from Languard Fort, which is steep on the W. side, over which the tide or ebb runs strong the first half ebb, and dries at low water. It is necessary to be very careful; and endeavour to run in for Languard Fort on the N. W. between the Ridge and Andrews, which is a very narrow channel, not more than a cable's length broad, keeping the lights in one if possible. These lands are very hard and stony, and steep in very near 5 fathoms.

ANDRIA. See **ANDREA**.

ANDRO Port, in the Island of Belleisle, on the coast of France, is round the easternmost point of the island, called Point de Locnaria, on the S. side: anchor here in 12 to 6 fathoms. This is a good station when the wind is nearer to the N. than 4 points; in which case it is recommended to leave the roads of Sauzon and Palias, that are very good in a S. wind, or for a S. W. or N. W. wind.

ANDROS Island, Archipelago. See **ANDREA**.

ANDROS Islands, are on the E. side of the Bahama Strait or Gulf of Florida, and on the S. W. of Providence Island. They extend from lat. 23 deg. 30 min.

to 25 deg. 0 min. N. and from long. 77 deg. 0 min. to 78 deg. 0 min. W. in the direction nearly of S. S. E. a little easterly towards the S. end. They are very narrow, and are beset with rocks, especially near the two extremities. They take up a space of 30 leagues long, and but 4 or 5 broad, intersected by many very narrow passages. The Spaniards call them Espirito Santo Islands.

ANBUC Island, one of that numerous body of small islands called the Maldives, on the E. side of them, in lat. 6 deg. 25 min. N. and long. 73 deg. 40 min. E.

ANEGADA Bay, on the eastern coast of South America, is formed by the mouth of the River Sauces, which falls into the South Atlantic Ocean on the E. in lat. 39 deg. 45 min. S. and long. 62 deg. 30 min. W. This is called the Desert Coast, and is about S. W. by S. or less westerly from Cape St. Andrew; but we cannot give directions for sailing into this spacious bay.

ANEGADA Island. See ANAGADA. It is sufficient to point out its situation, having neither navigation nor harbour. It is 50 miles N. W. from Anguilla, and encompassed with shoals and sandbanks; and has its name of Negada, from its being mostly overflowed by high tides.

ANFE of ANAFE. See ANAFE.

ANGARO Porto, on the coast of Brazil, is one of those numerous good harbours and bays with which the coast between Point Negro near Rio Grande, and Point Lucena, near Doce or Dulce, otherwise called Freshwater River. It has a good road, but no navigable river, in 5 to 6 fathoms; yet the W. side is foul and rocky.

ANGASA Island, to the E. of Madagascar in the Indian Ocean, is at the southern extremity of the middlemost of the three large banks or sands, called the banks of Nazareth, and nearly N. from Port St. Louis in the Mauritius, or Island of France. It is in about 17 deg. of S. lat. and 58 deg. 10 min. of E. long.

ANGAXOS Island, or ANGOXAS, on the eastern coast of Africa, in lat. 16 deg. 30 min. S. and long. 38 deg. 35 min. E. Ships generally make this island, or to the N. of it, to secure the coast of Mozambique or Sofolo. From the Cape of Good Hope, it is necessary to steer E. or E. by N. to avoid a strong current which sets S. W. or S. W. by W. from Madagascar Island. This is little felt at a dis-

tance from shore, so that when a ship is at a distance from land, by steering a more northerly course, she may make los Bassos de India, or Shoals of India, or, as they are called, Jews Rocks, in lat. 22 deg. 30 min. S. and long. 40 deg. 41 min. E. There are upon this coast, and never farther than 20 leagues from it, certain flocks of small white birds, which are certain indications of being within that distance from the land; so that if you do not meet with them, it is proper to luff up to the westward, and steer N. W. till they are met with, or have some other certainty, by observations, &c. of the station of a ship. When you have met with them, steer N. E. or a point more northerly till you come nearly into the lat. of Angaxos, where you will meet with another sort of birds, called Alcatrasses, of 8 or 10 in a flock. These last will be met with about 10 or 15 leagues from St. John de Nova, and by steering a N. W. course, will directly lead to this island of Angaxos, and the more northerly the further will a ship be of making the coast of Mozambique. See MOZAMBIQUE.

St. ANGE or ANGELO Cape, in the Morea, which has been mentioned under Andrea, as N. E. from Serigo Island, distant 6 leagues. It is the S. E. point of the Morea, and projects considerably into the sea; is nearly N. from the W. end of Candia, and a little to the N. of E. from Cape Matapan or Caglia, being in lat. 36 deg. 27 min. N. and long. 33 deg. 33 min. E.

ANGÆA Gulf. See ANGIA.

ANGEL or ANGLES Road, on the starboard side of Milford Haven, within the rocks in the mid channel of the haven to the E. There is good anchorage there in 4 fathoms at low water; and from hence ships may ride for more than 10 miles up the river, in 13 to 3 fathoms. The light-houses of St. Ann, at the point of going in on the larboard, are in lat. 51 deg. 45 min. N. and long. 5 deg. 20 min. W. It is high water here at spring tides about a quarter past five. See MILFORD.

St. ANGELO Monte, in lat. 41 deg. 42 min. N. and 16 deg. 11 min. E. a small port within Cape Vestice on the W. side of the Gulf of Venice, so called from a high mountain within the Cape, and the first land made after entering the Gulf. Here is good anchorage in westerly and northerly winds, and the bay, called Manfredonia, is the only shelter this

this coast affords in northerly winds, having deep water. On the other parts of the coast is a flat shore, and not more than from 7 to 10 fathoms for 8 or 9 leagues from the coast. It is in the district called Apulia, and 8 miles N. from Manfredonia.

St. ANGELO Rio, on the coast of Brazil, to the N. W. from Cape St. Augustine, where there is a large opening but no depth of water, being blocked up with shoals, so as to render it almost useless for navigation. There is 4 fathoms without the inner sand, and within the outer; so that there is a very good road, though not a compleat harbour. On all this coast there is from 7 to 9 fathoms 3 or 4 leagues without the sands.

ANGELOS Port, or *Port of ANGELS*, on the W. coast of New Mexico, or North Pacific Ocean, in about 16 deg. of N. lat. and 101 deg. of W. long. It is a very good harbour, and within it on one side is a creek; on both sides of it is high land, but the S. E. side affords the best shelter, though on that side of the entrance is a high rock. Here is some wood, but not much. To the E. of it, betwixt this and Julian Carrasco River, is a creek for sheltering small vessels, and on its S. E. a row of little high rocks runs off half a league into the sea. Betwixt Port Angels and the creek is a dangerous sand-bank under water, and near it a little high rock S. E. from the port.

ANGIA Gulf, on the eastern coast of the Morea, goes in N. from Cape St. Angelo, and reaches within 6 miles of the Gulf of Corinth. In this bay or gulf are Napoli de Malavasia, Napoli de Romania, and Napoli Vechia, or Old Napoli.

ANGLESEA or ANGLESEY Island, to the W. of Caernarvonshire in Wales, is, except the Island of Holyhead, the most westerly part of North Wales, though not of South Wales, or of the counties of Devon and Cornwall in England. From the S. E. end of it, at Caernarvon Bar, or the entrance of the Menai Passage, the city of Dublin in Ireland is exactly W. and consequently from Holyhead, off the W. of this island, it is W. a little southerly to the port of Dublin, distant only 85 English miles. It is high water on the S. E. at half past 8; but at Holyhead and on the N. not till 3 quarters past 9. On the S. W. side of this island, the ground is foul and a dangerous shore, especially when the wind blows right upon the land;

it is necessary, therefore, to keep a good offing from the mouth of Menai Passage to Holyhead, on a N. W. course, about 15 miles or 5 leagues.

ANGOLA, a district of country on the W. coast of Africa, the capital of which is of the same name; and extends between 5 deg. and 16 deg. of S. lat. and from 10 deg. to 15 deg. of E. long.

ANGOLA, the capital of the country so called, on the western coast of Africa, is in 9 deg. 15 min. of S. lat. and about 13 deg. of E. long.

ANGOLIN Point is the N. point of Chateaulillon Bay, on the coast of France, to the southward of Rochelle. Before this bay is Basques Road, to the N. of the island of Aix. See Aix Island.

ANGRA, on the S. side of the Island of Tercera, one of the Azores or Western Islands, and the principal, in a bay between two projecting promontories, each of them having a castle to defend the haven. On that to the W. are two high hills, called Brazil, appearing from the sea as if detached from the island, which may be seen at 16 or 17 leagues distance in clear weather. Two pillars stand on them with a watchman to give signals of ships approaching the island, by flags, in the same way as at Maker Tower near Plymouth, in time of war.

In coming into this road from the eastward, run up close by the land off the E. point to two little islands, which may be passed where you please; but there are some rocks to the S. of them, called Frayels, and another island 4 miles S. of these. Having passed the two islands, come to anchor a little to the E. of Brazil Point in 10 or 12 fathoms. Or you may have your sea-anchor in 16 fathoms, and the smaller in 8 or 9. It is landlocked, except to the S. E. It is in lat. 38 deg. 39 min. N. and long. 27 deg. 12 min. W. and has high water about 22 minutes past two.

ANGRA Bay, or Great Bay, on the western coast of Africa, to the N. of Cape Blanco, which is in lat. 20 deg. 55 min. N. and 17 deg. 10 min. W. long. It is high water on this coast from about half past 3 to 4 o'clock at spring tides. This is the most westerly coast of Africa; the land trending off, though very much indented, to the E. in passing S. from Cape Blanco, and on the other hand to the N. it falls off easterly from Cape Carvasone, which is 16 leagues N. of Cape Blanco.

Blanco. See Capes BLANCO and CARVASONE.

ANGRA River, also on the Coast of Africa, is in 1 deg. of N. lat. and E. long. 9 deg. 30 min. before which the Island of Korilco lies at the mouth, being about five leagues S. of Cape St. John, which is its northerly extreme point, as Cape Estiras, 7 leagues from Cape St. John, is the southerly point. To sail into this river from Cape St. John, steer E. S. E. till you are past Korilco Island, keeping all the way a good offing, on account of the rocks towards the Cape. This will bring you to little Korilco, which must be passed, and keep in 4 or 5 fathoms till a small river is seen on your starboard; having passed this, go on till another river comes near a high point also on the starboard, which will draw in so very hard, that it may be run into very easily in still weather, and sometimes whether you will or not.

To sail out of Angra, it is the shortest way to pass through, if bound to the southward, between Korilco Island and the main, in which channel there is a hard and swift stream, and sufficient depth; but care should be taken to avoid some islands between the main island and coast, which are dangerous. It is high water in this river at 6 o'clock.

ANGRA River, on the same coast and on the S. side of the Equator, and of the River Gabon. N. of it are the flats that lie out to seaward from the Island of Finas and Nazar River, which is 6 or 7 leagues S. from Gabon River.

ANGRA Island, in the Persian Gulf, has a spacious and noble harbour at Burka, where there is water; but it is uninhabited.

ANGRA dos Reys, on the Coast of Brazil, stands at the bottom of a large bay of the same name, into which the River Guagendy and several others empty themselves. It is due W. from Cape Frio 53 leagues, and within the Island called Ilha Grande, or large Island. The city lies in W. N. W. and there is good anchorage in almost any depth in the bay. Provisions here are very reasonable.

ANGUADA Cape is the most westerly point of Porto Rico Island in the West Indies, and is distant from Cape Sumana, or the nearest land at the N. E. end of Hispaniola island, 22 leagues. Ships may anchor in the bay of Anguada in 23 fathoms soft and oozy ground, and in coming in from the N. they may come within

a mile of the shore to the southward of the N. point, and anchor there in 10 to 12 fathoms.

Cape d'ANGUILHAS, to the E. of the Cape of Good Hope, in the Indian Ocean, on the African Coast, is in lat. 34 deg. 50 min. S. and 20 deg. 0 min. E.

ANGUILLA Island, in the West Indies, extends from N. E. in lat. 18 deg. 21 min. N. and 62 deg. 59 min. of long. W. to S. W. in lat. 18 deg. 13 min. N. and long. 63 deg. 20 min. W. It is the first of the smaller Antilles, and has good anchorage on the S. side, where the current is gentle, and sets from the N. E. as it is broken by the island, and by a long ledge of rocks stretching from the E. point that breaks the force of it. On this side it is almost inaccessible, being covered with flats and shoals and small islands. It has St. Martin's on the S. betwixt them is a good channel, free from rocks, and clean ground. It is the most northerly of all the Caribbee Islands, and about 60 miles or 20 leagues N. of St. Kitt's or Christopher's; and is sometimes, as the name denotes, called Snake Island, from its windings and irregular form.

ANGUILLA Bank and Island is to the E. of the great Bahama Bank, and N. from the Island of Cuba, in lat. 23 deg. 22 min. N. and long. 78 deg. 47 min. W.

ANGUILLE Bay and Cape, on the W. side of Newfoundland Island in the Gulf of St. Lawrence, about 10 leagues to the N. N. W. from Cape Raye; the N. entrance of it is by a cape of the same name, which is in lat. 47 deg. 54 min. N. and long. 59 deg. 17 min. W.

ANGUSTA, the same with AGOSTA or AGUSTA, which see.

ANHOLT Island, in North Jutland, which belongs to Denmark, and is situated in the Cattegat, 8 miles from the coast of Jutland on the W. 10 from Zealand on the S. and 7 from Smaland on the E. It is surrounded with sand banks, and is therefore very dangerous to seamen; but a fire is constantly kept up in a lighthouse upon it. There is a channel on each side of it, as ships may be going for Copenhagen on the E. side of Zealand, or on the W. side. See ANCUT. If these two be the same islands under different names, there is probably a mistake of miles for leagues. It is in lat. 56 deg. 40 min. N. and long. 11 deg. 55 min. E. and has high water on spring tides at 12 o'clock.

ANIAN Straits, between the N. E. extremity of Asia and the N. W. point of the

the Continent of America. The W. point of this strait is in lat. 65 deg. 52 min. N. and long. 169 deg. 20 min. W. and the E. point, called Cape Prince of Wales, in lat. 65 deg. 46 min. N. and long. 168 deg. 15 min. W. and its breadth is about 14 leagues.

ANIMABO Factory, on the gold coast of Africa, is a place much frequented, 3 leagues N. E. by E. from Fort Maurice. There is safe anchorage in 7 fathoms good ground, when the westernmost of 4 hills, which are seen above Cape Corse, is brought to bear N. W. Many ships ride here. To Cormantine is E. N. E. 2 leagues, the best country on the coast.

ANISHAM, is between Fort Maurice and Animabo, and only 1 league from the latter: where is or was a small factory belonging to the English.

ANJANGO, or ANJENGU, on the coast of Malabar, on the western coast of the Peninsula of India, 30 leagues S. E. from Cochin, in about 8 deg. and a half of N. lat. and 76 deg. 30 min. of E. long. To come to an anchor, bring the flag staff on the fort N. N. E. from you, and the northernmost land in sight N. N. W. half W. when you will have 11 fathoms and good ground.

ANJAR, a sea port, which is some degrees N. of Bombay on the W. side of the Peninsula of India. On this coast the air is clear and serene from September till May, and not unhealthy in the other months. As the sun approaches their Zenith, they have strong gales of wind from the sea at S. W. which qualify the heat. From May the sky is frequently covered with thick clouds; rains begin about midsummer, but are seldom heavy. They have also frequent refreshing showers in the winter.

ANJOUAN Island in the Mozambique channel, in about 12 deg. of S. lat. and about the mid-way between the N. W. part of Madagascar Island and the African continent. The Island of Comoro is not far distant to the N. W. nearly.

St. ANN's is at the bottom of a bay on the N. E. part of Borneo Island, in the East Indies. It is sometimes called Egane; its lat. is about 5 deg. 50 min. N. and long. 116 deg. 20 min. E. See Bay St. ANNE.

St. ANN's Bay, Campeachy, in the Gulf of Mexico, is in lat. 18 deg. 10 min. N. and long. 92 deg. 25 min. W. at the most southerly part of the bay. It is nearly S. W. from Cape Concededo. It is spacious, but the entrance is rendered

narrow by two projecting points of land; these serve to shelter it greatly from the great Gulf.

St. ANN's Harbour, is a good anchoring place on the N. Coast of Jamaica Island, in the West Indies, in lat. 18 deg. 54 min. N. and long. 77 deg. 13 min. W. about 20 miles W. N. W. from Gallina Point. It is a deep harbour, and the largest sugar ships can lay their sides close to the wharf.

St. ANN's Point is to the larboard of the entrance into Milford Haven, on the Coast of Wales. See ANGEL Road and MILFORD.

St. ANN's Point, in the Straits of Maghellan, in that part which trends to the S. and on the W. side of it on the Patagonian shore: the point is rocky on the shore, but you may run into the Port Famine bold with the point. Here is good wooding, watering, and fishing: the last is exceedingly productive. It is 4 leagues from hence to Cape Froward, the most southerly point of the American Continent.

St. ANN's Port, ARGLAS, or KILLOUGH, on the E. coast of Ireland, between Carlingford and Strangford. It is round St. John's Point, the N. E. limit of Dundrum Bay, and about 2 leagues E. from Dundrum; it is but a small haven, and S. W. by S. from Strangford Bay 5 miles.

ANNABONA Island, is a small island in lat. 1 deg. 50 min. S. and long. 5 deg. 30 min. E. very mountainous, but productive of the necessaries of life. Ships sailing for Europe from the Cape of Good Hope frequently make this island on the S. side of which are some small islands close together, but the road is on the N. side in 6 or 7 fathoms water and good ground. A large rock lies to the N. E. distant 1 league and 3 quarters from the island, and another in the way to it, even with the water at half tide distance. Sail within the last, though there is a channel betwixt the two rocks in 7 fathoms, with an E. wind as far as a village on the N. side of the island, where ships may ride in 15 fathoms E. N. E. at the distance of 1 league. You must avoid another rock about a musket shot from shore; and on or near the cliff or rock are some houses, where there is good watering, and the N. E. side of the bay is all clear.

ANNAMOOKA Island, one of the Friendly Islands. The lat. near the W. side is 20 deg. 15 min. S. and long. 174 deg.

deg. 35 min. W. the variation of the compass 8 deg. and a quarter E. and high water on spring tides nearly at 6 o'clock, which rise and fall about 6 feet perpendicular. In the channels between these Islands (for there are many of them) it flows near tide and half tide, or the stream runs three hours after it is high water by the shore, and the ebb in like manner. The flood tide sets W. S. W. and the ebb the contrary.

There is anchorage off the W. point of this island in 39 fathoms, over coral rocks and broken shells, when the point bears E. N. E. 4 miles distant; but in the sound between great and little Annamooka is 10 and 12 fathoms, with a bottom of coral sand, which is well sheltered from all winds, but no fresh water, except at some distance inland, and even there it is but very little in quantity, and that not good in quality. But there is a good place both for watering and landing, when the island is brought to extend from E. to S. W. and the W. point of the westernmost cove on the N. side bears S. E. about 3 quarters of a mile distant, where there is 18 fathoms water, with a bottom of coarse coral sand. There is also a creek in the reef before the eastern sandy cove on the N. side of the island; where two or three ships may lie very securely, by mooring head and stern, with their anchors or moorings fast to the rocks. More than 60 small islands are in sight to the N. E. from this island, all surrounded with reefs of rocks; and they are represented by the natives as amounting to 95. Amattafoa and Oghao lie about 11 or 12 leagues to N. N. W. half W. This island is also called Rotterdam.

ANNAN or ANNAND River in Scotland, falls into the Solway Frith from the N. where it forms a bay, and is navigable for 3 miles up to the town of Annan for small vessels. It is in lat. 54 deg. 56 min. N. and long. 3 deg. 20 min. W. It annually exports a considerable quantity of corn.

ANNANORE, on the western coast of the Peninsula of India, is a Portuguese factory, 21 leagues S. E. nearly from Goa. The Pigeon Islands, a cluster of small islands, lie W. by S. from it; from the S. point of Annanore they lie S. by E. about 5 leagues. A shoal of sand runs out far to sea from the point of the castle, which ships must carefully avoid.

ANNAPOLIS Bay, in Acadia or Nova Scotia, is situated on the E. side of Fundy

Bay, in 44 deg. 52 min. of N. lat. and 64 deg. 0 min. of W. long. being exactly S. from St. John's River, which falls into Fundy on the opposite side from the N. The entrance to this harbour is difficult, so that only one ship can pass in or out at a time, and with the stern foremost, on account of the strong tides and currents. It is otherwise one of the finest harbours in the world, of two leagues in length and one in breadth, and has every where 4 or 5 fathoms water, or more, with a good bottom. Ships are secure in it from all winds. There is an island in the middle, called Goat Island; and at the bottom of the basin a point of land which separates two rivers, where the tides rise 10 or 12 feet. But the fogs, so frequent at Newfoundland, are very great here. Cape St. Claude, the S. W. entrance of the bay is about 14 leagues N. E. from the point of the peninsula.

The Gut of Annapolis, through which ships pass into the bay, is about three quarters of a mile wide, and about a mile and a half long; on each side of which the land is rocky and mountainous. A little island on the N. E. of the bay forms the entrance of Annapolis river, which is navigable on that course about 10 leagues. It is high water at spring tides about 10 o'clock; and the variation of the compass only 12 deg. 15 min.

ANNAPOLIS, a chief town of that part of North America called Maryland, on the W. bank of the Chesapeake, in lat. 39 deg. 5 min. N. and long. 76 deg. 36 min. W. It stands on a peninsula, formed by the River Severn and two small creeks.

ANNATTA River and Bay, in the Island of Jamaica, nearly N. from the town of Kingston, on the N. side of the island. It is in lat. 18 deg. 32 min. N. and long. 76 deg. 43 min. W. Towards the W. the coast bears about N. W. as far as Point Galina, and then about W. N. W.

Bay St. ANNE, is a very considerable bay of the Eastern Ocean, on the N. E. side of Borneo Island, opposite to St. Michael's Islands. It has a free and open entrance, with a good depth of water and safe anchorage; yet there are many rocks and breakers off the shores of both points of the bay, which form a kind of channel. It is safest to come in from the S. E. point for this bay. See St. ANNE's.

St. ANNE's, a bay on the coast of Labrador in North America, between Davis's Inlet on the N. and Cape Charles

which is the N. point of the entrance into the Straits of Belleisle, on the S. It is in about 54 deg. of N. lat. and 57 deg. of W. long. but this coast is little frequented.

St. ANNE'S Cape and Island lie S. by E. from Sierra Leone River, on the W. coast of Africa. The cape is the N. W. point of the island, which is a narrow slip of land, near 80 miles in length from W. by N. to E. by S. The channel within the island is variable, and at a place called the Pass there is a bar with only 10 feet at low water; and as there is here but little tide, it cannot be 3 fathoms at high water, so that ships must take a pilot to go through it at Sierra Leone. The River Sherbere or Sherbro, sometimes called Cores, is near the E. end of the island, on the main land; it is high water there about a quarter before 7. To sail round the off side of the island, see *SHERBRO*. The inner passage is called the Furno of St. Anne.

ANNE CHARES Island and Road, on the E. side of St. Thomas Island, under the Equator, and 40 leagues W. from the mouth of the River Gabon on the Continent of Africa. The island is only a great rock, and the road is under its lee.

St. ANNE'S Gulf, is round Cape Blanco, the most westerly point of Africa, which forms a peninsula, as this gulf runs up northerly within the land, which here bears away towards the E. It is a large bay with good sandy ground. It is high water here at spring tides, between 3 and 4 o'clock. See *ANGRA Bay*.

St. ANNE'S Port, in the Island of Cape Breton, is S. E. from the N. cape of that island, sometimes called Port DAUPHIN, which see. It is in lat. 47 deg. N. and long. 60 deg. W.

St. ANNE'S Cape, to the N. E. of Boston and Marble Head, is the N. point of Massachusetts bay, on the coast of North America, in lat. 42 deg. 50 min. N. and long. 70 deg. 32 min. W. The harbour of the same name is to the S. W.

Cape Queen ANNE, on the Coast of Greenland, in the Northern Ocean, is in lat. 64 deg. 15 min. N. and long. 50 deg. 35 min. W. It is on the W. coast, and to the N. of Cocken Sound.

Queen ANNE'S Foreland, on the northern main from Hudson's Straits, is in lat. 64 deg. 8 min. N. and long. 74 deg. 41 min. W.

St. ANNE'S Harbour, in the island of

Martinico, has good anchorage and a safe port.

ANNET Island, one of the Scilly Islands, is W. N. W. from St. Agnes Island, on which is the light-house. To sail into St. Mary's Road by the Broad Sound from the S. W. extremity of the islands, enter them to the N. E. leaving the Bishop and Clerks, with several small islands, and this island and St. Agnes on your starboard. Keep in that direction of N. E. in mid-channel, leaving several rocks, and farther in, some small islands on the larboard.

But if a ship be near St. Agnes, leave that with the Smith's Islands and Rocks on the starboard, steering due N. when this island will be on the larboard, with some other small islands and rocks. After having passed the great Smith's Rock, you are then in the former channel. This is called Smith's Sound.

ANNOT Sand, runs off in a spit from the N. point of the entrance into the River Montrose, which is N. E. from the Tay Frith on the E. coast of Scotland, near 5 leagues.

ANNY, a river on the French coast of the English Channel, N. of the River Soame, and S. from Boulogne, but nearer the former.

ANOUT Island. See *ANHOLT*. This is in the Cattegatte Sea, within the peninsula of Jutland, and N. from Zealand, in which is Copenhagen, the capital of Denmark. Ships from hence make the Koll, a projecting point on the eastern coast, 10 leagues distant to the S. S. E. In this course keep in 20 to 24 fathoms, but it is shoaler to the W. and deeper to the E. keeping the bank called Lewis's Ground on the larboard, which is 8 leagues S. E. by S. from Anout Reef, and 9 leagues W. by N. from the Koll.

ANQUETIES Rocks, are two rocks which are 3 or 4 miles S. E. from St. Clement's Point, or the S. E. Point of Jersey Island. On the E. side of them is a channel of 3 or 4 miles to the Beuf Bank, which is the fair way between Cape la Hogue and St. Maloes. See *BEUF*.

Cape ANSER, in France, is N. N. E. from Cape la Havre, or N. point of the River Seine. See *Cape ANTIFER*.

ANSLO Bay, or *OBSLO*, the entrance to its sea-port town of Norway, in a gulf on the S. coast of it, and on the N. side of the Cattegatte Sea. It is at the very bottom of the gulf, on the E. side

of Christiania, and has a good harbour, in lat. 59 deg. 24 min. N. and long. 10 deg. 14 min. E. It is a large arm of the sea, which extends far inland, having a small rocky island just within the entrance, always visible, with a free channel on each side. The mouth is in lat. 59 deg. only, or somewhat less, and N. N. W. from Frederickstadt 10 leagues. See CHRISTIANIA.

ANSON Road, a good place for ships to the N. of Cape Dragon or Sebastian, on the coast of France in the Mediterranean, in 6 to 9 fathoms water, good ground, and safe from westerly and north-westerly winds. It is in that part called the Sea or Gulf of Narbonne; on all which coast is good anchor ground and shoalings, but no harbours, except Rose and Cette, and a great surge of the sea. See NARBONNE.

ANSTRUTHER, in the Frith of Forth, in Scotland, of which there are two, E. and W. Here is one of those small tide havens, of which there are many on the shores of the Forth. They lie N. W. and W. N. W. nearly from the island of May, and S. W. from Fife Ness. There are no shoals or sands on either shore.

ANTEBANICO, ANTEBONIQUE, or ARTIBONITE River, on the W. end of the Island of St. Domingo in the West Indies, is in the bottom of a gulf between Cape Nicola or St. Nicholas on the N. W. and Cape Dame Mary on the S. W. On the West point of the entrance into this river is a good road, which is to the W. of S. from Petit Guave Harbour, but the river itself is dry at low water. See PETIT GUAVES.

ANTEGO Island. See ANTIGUA.

ANTEGOSO Island, a little low island on the W. of Golo Island, about 11 leagues S. E. by E. from Cape St. John, the S. W. point of Candia Island.

ANTEM River, on the S. coast of Africa, is 16 leagues about E. by N. from Cape Three Points. Ayoba, a Dutch Factory, is on the W. point of it, before which ships may anchor in 14 or 15 fathoms; but it is foul ground and dangerous, and without the greatest care a ship will run the greatest risk of losing her anchors. A great reef on the same side, over which the sea breaks, prevents ships from coming nearer than the above depth. It is 4 leagues W. of Secunda, where are two factories.

ANTEMILO Island, or ANTIMILO, a small island on the N. side of Milo Island,

which almost blocks up the harbour, but makes it thereby the more secure. It is due E. from Cape Angelo. See MILO.

ANTHONIO Cape, is the E. point of the entrance into the bay of ALL SAINTS, and is 23 leagues S. W. by W. from the river Ponico. This point towards the W. stretches a great way into the sea, and from it a reef of sand runs out farther W. by S. above a league, and threatens to block up the mouth of the bay. A long reef from the opposite point also shoots out S. E. and contracts the entrance into this bay to the N. to somewhat less than a league broad, but from 20 to 30 fathoms water, and there is not less than 10 at the island of Frados, 10 leagues up the bay, nor less than 7 at 20 leagues farther up.

Cape St. ANTHONY or ANTHONY, the S. cape of the River Plata, on the eastern coast of South America, is in 36 deg. 30 min. of S. lat. and 55 deg. 45 min. of W. long.

St. ANTHONY's Head, on the coast of Cornwall, is N. E. from the Lizard about 13 miles, and W. S. W. from the Deadman 12 miles. It is high water on this coast at 5 h. 30 m.

St. ANTHONY's Hill is 10 leagues W. a little N. from Bilbao, on the coast of Spain, on the Bay of Biscay. It is also 1 league N. N. W. from Laredo, in the bay of that name; is very high, near which ships may sail in 10 fathoms to the E. point, and go about it to the S. As this hill is to the W. of Laredo Bay, so there is another sharp hill a little above that town, like the point of a sword, and the land about it is very high double land, 2, 3, and in some places 4 double. This hill is shaped on the top like a saddle, having two hummocks with a flat or hollow between them; within the land also there are two high hills with sharp tops. To the south-westward is also a piece of land about 2 leagues long, 5 miles within the land; which rises gradually towards the W. where it goes off somewhat flat. These hills are seen at a distance from land. Port Bay lies between this westernmost hill and St. Anthony. See LAREDO, Cape KESGO, and St. ANDERO.

St. ANTHONY's Rocks are W. by N. from St. Maloes, about 3 or 4 miles; within which is a channel from the W. for small ships.

St. ANTHONY's Island, the northernmost of the Cape Verde Islands, is 3 leagues

leagues N. W. from St. Vincent's. On the S. E. side of it is a bay, with a road for anchorage. There are two very high mountains upon it; both of them usually covered with clouds. It produces salt, with plenty of wood and fruit; and the N. E. point of the island is in lat. 17 deg. 9 min. N. and long. 24 deg. 53 min. W.

St. ANTHONY's Cape, on the E. coast of Newfoundland, is about 4 leagues S. of Cape Hambleton, towards the N. extremity, in lat. 51 deg. N. nearly, and about the same long. or 56 deg. W. These two capes form a bay.

St. ANTHONY's Bay, in the Island of St. Lucia, has from 15 to 36 fathoms water, and a good harbour. We are inclined to consider this as the bay, which is now called either the Carenage or the Cul de Sac. See *CARENAGE*, and *St. LUCIA*.

St. ANTHONY's Cape, the N. W. point of Staten Land, on the Strait Le Maire, which separates it from the land called Terra del Fuego, on the S. side of Maghellan Straits. It is in lat. 54 deg. 46 min. S. and 63 deg. 47 min. W.

St. ANTHONY's Hill, a remarkable high land near the eastern extremity of the island of St. Christopher's or St. Kitt's, in the West Indies, facing the N. E. and not far from the strait or channel between that island and Nevis.

ANTIBES, is a small port town of France on the Mediterranean, W. S. W. from Nice 5 leagues, and 2 leagues N. from Garapo Bay and Cape. The Castle of Nice is a good mark for this coast. Antibes is 3 leagues from the islands of St. Marguerite and St. Honorat; ships may anchor between them and the city, as they also may round the projecting point on the E. side of it. The lat. is 43 deg. 35 min. N. and long. 7 deg. 4 min. E.

ANTICOSTI Island, in the Gulf of St. Lawrence, lies between 49 deg. 7 min. N. lat. and 61 deg. 32 min. W. long. at the S. E. point, and 49 deg. 48 min. N. lat. and 64 deg. 13 min. W. so that it is of very considerable extent, but narrow. It is not very fertile; there are two large bays on the S. side, in which ships may shelter from N. W. winds, in going up the river for Quebec. The N. side has some bays, but the depth of water is too great, close to the shore, to go into them with safety.

ANTIFER Cape, or *Cape de CAUX*, is W. S. W. 3 leagues from Feschamp, on the N. Coast of France, on the English

Channel, and about N. N. E. from Cape Heve, or Point Havre de Grace 5 leagues. Two or three high sharp rocks lie to the southward of the cape, which ships must avoid by keeping without them. It is in lat. 49 deg. 47 min. N. and long. 0 deg. 29 min. E.

ANTIGOZIS Island, a small island off the S. W. part of the Island of Candia, and about E. N. E. from a larger island of the name of Gozis or Goza.

ANTIGUA Island in the West Indies, though in many places lined with rocks, has many very good harbours, which we shall notice under their proper heads, as Carlisle, English, Falmouth, Five Island Harbour, St. John's, Nonfuch, and Willoughby. It is about 40 miles N. of Guadaloupe, being 20 miles long and the same nearly in breadth; in about 17 deg. 3 min. or more lat. N. and from 61 deg. 50 min. to 62 deg. 14 min. W. long. St. John's, on the W. side of the island, is the capital, in lat. 17 deg. 4 min. N. and long. 62 deg. 9 min. W. We shall also notice many other bays, with which the island abounds.

ANTIGURIA, a port on the W. side of the Peninsula of India, to the S. of Bombay; but we are at present unable to give any farther intelligence respecting it.

ANTILLES, Great and Little, or two general classes into which the islands in the W. Indies are divided. The former comprehend the islands of Cuba, Jamaica, and Hispaniola, and the latter all those numerous islands along the coast of Terra Firma, according to the descriptions of some geographers; but to this, though we mention it for the information of our readers, we cannot assent, because the name of Antilla, which means *Foreward*, certainly belongs to that chain of islands from Barbadoes and the Grenades to Porto Rico, which form a kind of barrier against the ocean. These are sometimes called Caribbee Islands, from the name of the first inhabitants, though long since exterminated; which are subdivided into Windward and Leeward, because the winds and currents mostly set from Barbadoes along them towards Porto Rico. These islands form a kind of bow, and there are channels betwixt them into the sea to the westward.

The coasts of these islands are subject to counter-tides, which are not sensible in the roads or out at sea. The trade wind, which blows constantly from the E. drives the waters westward from the mouth of the great River Amazons, and

many

many others that fall into this ocean; which, after passing the West India Islands and traversing the Gulf of Mexico, rush out by the channel of the Bahamas, along the Coast of Florida to the N. with great rapidity.

ANTIO or **ANTIUM**, in Italy, a cape. See Cape d'ANCIA.

ANTIOCHE Pertuis, or Channel of Antioche, lies along the side of a sand or shoal so called, near the N. part of the Island of Oleron, on the Coast of France. It is that channel by which ships pass into Basques Road, on the N. side of the Island of Aix, betwixt this island on the S. and the Island of Rhe on the N. There is a tower, with a light-house, on the N. W. Point of Oleron; but there are sands off the point for more than half a league. Keep that on the starboard at least near a league or more; and in the night keep nearer the Island of Rhe, in at least 12 fathoms. This channel is about 16 leagues S. E. from Dieu Island.

ANTIOCHA, or **ANTIOCH** Island, in the Mediterranean, near the Island of Sardinia.

ANTIOCH, or **ANTIOCHIA**, is on the Coast of Asia, to the N. E. from the E. end of Cyprus Island, in lat. 36 deg. 10 min. N. and long. 36 deg. 12 min. E.

ANTIOCHETTA, is on the N. Coast of Asia, and nearly due N. from the W. end of Cyprus Island, in lat. about 36 deg. 8 min. N. and long. 32 deg. 15 min. E. This is the ancient city of Antiochia, on the Coast of Cilicia, now called Caramania; of which coast we have little knowledge.

ANTIOCHIA, the same with the preceding.

ANTIPARI, or **ANTIPAROS** Island, about 16 miles in circuit, one of the Archipelago Islands, or the ancient OLIA-ROS; it is W. of Paros Island 2 miles, which lies betwixt this island on the W. and Nixia on the E. in lat. 37 deg. 5 min. N. and long. 25 deg. 38 min. E.

ANTIPATER, on the Coast of Syria, now called Caphar Saba, stands at the mouth of a small river, 2 or 3 leagues S. S. W. from Cæsarea, in lat. 32 deg. 30 min. N. It has Jaffa, probably the ancient Joppa, about 5 or 6 leagues farther to the S. S. W.

ANTIQUERA, a sea-port town in the province of Guaxaca in Mexico, which province extends from the Bay of Campeachy to the South Sea. The whole province has been sometimes so called.

ANTONARI, a port town on the coast of Dalmatia in the Gulf of Venice, S. E. from Budoa, and N. W. from the Gulf of Lodrin.

ANTONGIL Bay, on the E. side of the Island of Madagascar, is in 16 deg. of S. lat. and 49 deg. 3 min. of E. long. In all the fair months, from July to February, ships may sail along this coast with the wind at E. N. E. or S. W. It is bounded on the N. by the Cape de Cocos, to which on sailing in from the N. or E. it is necessary to give a good birth, as must also be done to some rocks lying off the N. end of St. Mary's or Ibrahim Island, on the S. Hence we recommend it therefore to keep in mid-channel nearly, till the southern point of the bay comes open, as well as the N. after passing those rocks before you stand N. W. into the bay. In sailing from the S. make the passage between the two islands, if the winds and current permit, giving a good birth to the capes on both the coasts. From cape to cape at the entrance is 7 leagues, and the bay is 20 leagues deep; at the bottom of which is an island of about 10 miles in circumference, with an excellent harbour in it, where ships may careen and clean as in a dock, and on the island is good fresh water. On the W. side of Ibrahim or St. Mary's Island is a good harbour. See IBRAHIM.

ANTONIO Island, one of the Cape de Verde Islands. See St. ANTHONY's Island.

St. ANTONIO Cape, is in a small deep bay about 2 leagues N. W. from Cape St. Martin's, on the Coast of Valencia, in the Mediterranean, belonging to Spain. The town of Xobea or Sheva is in it, and some light-houses or fire-towers; one of these is on the cape, and several wind-mills are near the town, before which is the road, having 12 or 14 fathoms water, and where ships may lie close to the high land on which the mills are. Here they ride with two anchors to seaward, and a head fast ashore, the E. and E. S. E. winds blowing right in. The town of Denia is on the N. side of the cape, where is a small haven.

Port St. ANTONIO, in the Island of Lemnos, in the Archipelago, is between two hills (the island being generally low) which make at sea like two islands. It is a good haven and large, and on the S. side of the island, 12 leagues N. W. from Mytilene or Lesbos.

ANTONIO Viana, a shoal due W. of Cape Negro

Negro, on the Coast of Africa, 80 or 90 leagues from the shore, is very dangerous, and should be carefully avoided. There is but one rock upon it to be seen above water, called the Mews Cliff, but abundance under it; the sea in the day-time may be seen to break upon it, and in the night may be heard a league off. As it is exceeding steep, without caution ships may be suddenly a-ground; and care should be taken to look out well.

Cape St. ANTONIO is the very extreme western point of the Island of Cuba in the West Indies. The coast on the N. E. to Cape Bonavista is covered with rocks and shoals and dangerous places; and on the S. E. 10 leagues to Cape Corientes presents nothing remarkable. Its lat. N. is about 21 deg. 45 min. and long. 84 deg. 10 min. W. The cape is known by two or three round large look-out houses near the shore; from which a shoal runs off both northwards and southwards, to avoid which steer W. N. W. from Cape Corientes 15 leagues, or 5 leagues W. of the cape. From this distance of 5 leagues steer N. or N. by E. till you are 20 or 25 leagues from the cape, and then, if the winds and currents permit, stand away E. or E. by S. along shore till you come to the height of the Havannah. See HAVANNAH. The currents set westerly along the S. shore of Cuba.

Port ANTONIO, in the Island of Jamaica, is on the N. E. side, and W. by N. from the N. E. point, and capable of receiving a large fleet; and, if it was fortified and accommodated for refitting King's ships, would be productive of many advantages, as it is only 36 leagues from Cape Tiburon in Hispaniola, and opens directly into the Windward Passage. The entrance is betwixt a point or cape of the main land, which is known by an island called Wood Island, a little to the N. of E. from it, and Navy Island on the W. but the island has a shoal round it, which stretches considerably to N. W. by N. so that you must go in pretty near the cape on the starboard. To the S. E. the shore is rocky; but there are passages into the harbours and coves.

St. ANTONIO Fort, on the Coast of Brazil, within the N. point of the river Paraba, in 21 deg. 25 min. S. lat. called Point Lucena, and the rendezvous of the Brazil ships for Europe. There is a good road between them, and from 4 to 6 fathoms. A reef shoots off S. from the

fort towards Cape Ledo, and these form the inner entrance into the river; within them the channel is clean and free from sands or rocks, and about a league wide.

ANTRIM, on the N. E. corner of Lough Neagh, has some good quays on the side of its river, and communicates, though inland, with the sea on the N. of Ireland down the Blackwater, and on the S. E. by the Newry Canal. It is in lat. 54 deg. 43 min. N. and long. 6 deg. 6 min. W.

ANTWERP. See FLUSHING.

AON River, or *CHATEAULIN*, is that which comes into Breff Road from the S. E. quarter; after a circuitous course, it falls into the road from the E. and has good depth of water for some leagues up it.

APALACHE River and Bay, sometimes called *APALAXY* or *PALAXY*, is situated on the Coast of East Florida in North America, but in the Gulf of Mexico, on the western side of the peninsula. The river Apalachicola, with several others, fall into it; Point Marsh forms the S. E. point of it, and Cape St. Blas the N. W. limit. See Cape St. Blas. Its lat. is 30 deg. N. and long. 83 deg. 58 min. W.

APALACHIA, is the name of the town and harbour, which denominates the preceding article, 30 leagues E. of Pensacola, at the N. W. extremity of the Peninsula of East Florida.

APALACHICOLA, is the proper name of the river which separates East from West Florida, which falls into the bay not far from Cape St. Blas on the W. and St. George's Island on the E. of it.

Island APALIORIA, on the eastern coast of the Peninsula of India, is in lat. 9 deg. 8 min. N. and 79 deg. 35 min. E.

APANORMIA Harbour, near the town of its name in the Island of Santorin, is N. from Candia Island, and is situated in lat. 36 deg. 18 min. N. and long. 25 deg. 38 min. E. It has the small Island of Christiana on its W. and the Island of Namfia or Narafrica on the E. This harbour is shaped like a half moon, but as its depth is unfathomable, no ships can anchor in it.

APE's Hill, or *Monte Singe*, on the Barbary shore of the Straits of Gibraltar, is E. N. E. about 10 or 12 miles from Alcazar. See *ALCASSAR*. It is nearly S. from the S. W. Cape of Gibraltar Bay on the European shore. A small island lies near the coast off the W. point of this lofty mountain, near which is 15 fathoms water.

water, and in a shallow bay on the E. from 7 to 12 fathoms. The tides along shore here differ considerably from those in the middle of the strait, running along shore eastward to Ceuta Point for the first half ebb. For a more particular account, see *GIBRALTAR Straits*.

APEE Island, one of the New Hebrides; not far from Mallicollo, about 24 miles in length from N. W. to S. E. and not quite 60 miles in circuit. Its lat. is 16 deg. 46 min. S. and long. 168 deg. 32 min. E.

APENRADE Bay, is situated on the E. coast of Pleswick or S. Jutland, in the Baltic Sea, between that coast and the N. W. end of the Island of Funen. The entrance is free and open, with a good depth of water, and good anchorage for ships of great burden; and the bay is surrounded on all sides by high hills or mountains, which render it a very secure harbour. The port town stands at the bottom of this gulf, and is a place of good trade; it is in lat. 54 deg. 52 min. N. and long. 10 deg. 7 min. E.

APLECROSS Bay, in Scotland, is a good bay of the Western Ocean, and on the S. part of the W. coast of the shire of Ross.

APOKERA, or **Cape BECUR**, on the coast of Egypt, is N. E. by N. from Alexandria, about 4 leagues, the land being high and plain. On this cape stands a castle, which appears like the sail of a ship when you first see it, but it soon discovers itself. It is also 4 leagues S. from Rosetti, with an island between them before the bay of Madi or Moody; within which you may anchor in 6 or 7 fathoms water. Towards Cape Becur from the island are several very dangerous rocks and shoals, which none but those who are well acquainted can sail through, and that only with small ships, as the ground is very foul. Some of these rocks are above and some under water. But the passage is so good on the N. side of the island, that there is no need to run any hazard.

APOLLONIA Cape, on the coast of Africa, is 15 leagues W. by N. from Cape Three Points, and makes at sea in 3 round hummocks, which may be seen a great way, especially westward; of these, the middle one is very high. The ground near the cape is very rocky and foul, so that you must not come nearer than 15 fathoms; from which the coast trends into a bight to the town of Axim, being low land, E. by S. 5 leagues, which you may

run along in 8 fathoms, but must not anchor there in less than 16 fathoms. The surf at the cape is so violent that no boats can land there; it has a fort, but of little or no importance.

APOTOPOTO Bay, or **ROUND** Bay, on the S. W. coast of Otaheite, one of the Society islands, near the Island of Otaheite in the S. Pacific Ocean.

APPERWACK or **CAPPERWACK** River, is about E. S. E. from the Island and city of Cayenne, on the coast of Guiana in S. America. An island lies thwart the entrance, which is surrounded by a sand bank; and off the river is a cluster of very high rocks, which may be seen 4 or 5 leagues off at sea, called the Constables. To go in, sail between these rocks and the main; and ships may also anchor within them in 4 to 6 fathoms open with the river. From thence run on directly up the channel, keeping to the W. side. You may also sail within the rocks along the coast. See *CONSTABLES*.

APPLE Island, a small uninhabited island in the River St. Lawrence in Canada, N. America, and on its S. side between Basque and Green Islands. It is surrounded by rocks, which render the navigation dangerous; we have noticed it here to avoid the danger.

APPLEDORE, in Barnstaple Bay, within the bar, on the starboard side, has a good road before it, where the harbour divides into two branches; that to the eastward goes up to Barnstaple, and the other to Biddeford. This road is a little within the bar, though there is good anchorage without. See *BARNSTAPLE* and *BIDDEFORD*.

APURIMA, or **APORAMAC** River, a very rapid river in the Province of Peru in S. America, 30 miles from the River Abanzai.

APUSAGULA, or **SITALA**, is that strand which extends westward for 24 leagues or more, as soon as you are clear of the Port of Acapulco on the western coast of Mexico; which is all low land next the sea, and has many palm trees in several places. At 18 leagues from Acapulco is a spot of mangroves, which is higher than all the other trees, about a league within the land, and stretches out half a league along the coast; an upright point next the sea appears about 5 leagues farther, but not very lofty, which looks at a distance like islands, where you may shelter from the W. S. W. and S. winds, that are most boisterous in winter on this coast.

coast. This is called Point TEQUEPA, which see.

AQUAPULCO. See ACAPULCO.

AQUATULCO, on the N. Pacific Ocean, and the W. coast of Mexico is in lat. 15 deg. 27 min. N. and 96 deg. 8 min. W.

AQUELAOR Island, one of the Laca Dives Islands, in lat. 10 deg. 45 min. N. and long. 73 deg. 25 min. E.

AQUIPASULCO Rocks, are about 7 leagues N. W. (in which direction, or a little more W. the coast generally trends from Acapulco to Corientes Cape, for at least 120 leagues) from Port Melaque, which is N. W. from and the boundary of Port Natividad or the Nativity. A row of 4 or 5 rocks or naked islands appears above water from N. W. to S. E. about 3 leagues from it, and these are 4 leagues farther. They are about half a league from the shore, and look like ships under sail; under which is safe anchorage, close under shore, for shelter against the sea and winds off. From these rocks to the N. W. between 2 and 3 leagues, is a low point with high crags, and a little rock or bare island close to it, where you have good anchoring under shelter from the S. E. to the S. W.

AQUIDA. See ACQUIDA.

Port AQUA, in Candia Island, on the S. side, in lat. 35 deg. 3 min. N. and long. 24 deg. 55 min. E.

Golfo d' ARABIA, on the coast of Barbary, is nearly S. from the E. end of Candia Island, in lat. about 31 deg. 20 min. N. Some charts also note another of the same name, on the same coast, about 35 leagues to the eastward; but our seamen have little concern with these coasts.

ARABIAN Sea, is that part of the Indian Ocean, to the N. W. which borders on the coast of Arabia, between the Red Sea and Persian Gulf. Some, under this denomination, include all the sea as far as the coast of Persia, from the Strait of Babelmandel to the coast of India eastward; but we cannot approve of such a division, as it would comprehend Bombay, Goa, and other settlements there, and produce an impropriety and confusion of ideas.

ARABIZO, or ARAIZO, on the N. side of the Island of Porto Rico, towards the N. W. cape, in the West Indies; but it has few inhabitants, though a considerable place in the island, and but little fair trade.

ARACAN River, in the province of its name, on the N. E. coast of the Bay of

Bengal, in that part called India beyond the Ganges. The city or town so called is situate in lat. 20 deg. 6 min. N. and long. 93 deg. 16 min. E. To go into it, sail in by the broken island to the southward, and then run downward along the shore till you make the other island, in the middle of the river's mouth, which you must leave on the starboard; you have from 4 to 8 fathoms water. The land is low, except Cape Negrais, and a saddle hill upon it. You must be very cautious in trading here, and manage all your business on board your ship. See NEGRAIS.

ARACHE. See LARACHE.

ARAGAME River, Ceylon Island. See ARREGAME.

Castel ARAGONESE, on the N. side of the Island of Sardinia, on a high point of land, 3 or 4 leagues S. W. from Rouffe Island. These two form a bay, within the large one of that part of the Island; of which Aragonese is S. E. from Island Anaires or Azinarias, or the N. W. extremity of the Island of Sardinia, within which is a large bay on the S.

ARACHE, in the Gulf of Genoa, on the N. coast of the Mediterranean. It is to the W. of N. from Cape de Melle, and has a river with a bay, in which is good anchorage from 10 to 18 fathoms. The Island of Arbengue is the N. limit of this bay, which has 10 or 12 fathoms on each side of it. See ARASSI. It is in lat. 44 deg. 2 min. N. and long. 7 deg. 56 min. E.

ARAS, or ARAXES River. See KUR River.

ARASSI, or ARAICHE, is a populous town, being 5 miles S. of Albanguay or Arbengue, and 37 E. of Ventimiglia. See ARAICHE.

ARAZATIBA Bay, within the Island of St. Catharine's, on its S. W. side, on the coast of Brazil, has an excellent road and well secured, into which ships of burden must go round the S. part of the island on account of the strait and insufficient depth of the channel between the middle part of the W. side and the main. For it is there but 400 yards across, and has but 2 fathoms and a half water. But it is difficult to go in and out, and therefore ships more usually ride at the N. end of the island.

AREAT is on the coast of the Crimea, in the S. W. angle of the Sea of Asoph or Azoph; on the neck of a long and very narrow peninsula, which runs up N. N. W.

W. from lat. 45 deg. 5 min. to 45 deg. 54 min. having the foul sea within it on the W.

ARBE Island, which has in it a town of the same name, is about 5 miles from the coast of Dalmatia, on the E. side of the Gulf of Venice.

ARBENGUE Bay is to the N. of Araiche Bay, and is bounded on the S. by Arbengue Island. It has a river of the same name, probably, on its S. side; but ships more usually anchor in Araiche. See ARAICHE.

ARBOUZE Island on the coast of France, is W. N. W. from St. Maloe's, and has some sands from W. to S. E. from it, as well as some smaller ones or rocks nearer shore.

ARBRASSEC Cape or Point on the coast of Brazil, in S. America, is E. S. E. from the Island and Gulf of Maranhao, and 60 leagues W. N. W. from the Barra des Tortugas, or Turtle Harbour. The coast both ways is generally low and flat, and though there are some rivers, they have little commerce, and are mostly blocked up with sand, so as to be unnavigable for great ships. You must not come, at the nearest, within 3 or 4 leagues of the shore.

ARBROTH, on the E. coast of Scotland, will only admit boats and small craft. It is a mile W. from Red Head, which is about 3 leagues N. E. by N. from the River Tay.

Cape d'ARCA, and ARCA, on the coast of Africa, is E. S. E. from the N. E. end of the Island of Forteventura, one of the Canaries, and the most southerly. From the River Oueds the coast trends hither nearly S. W. but from hence to Cape Bajador, it is a point more westerly. It is about lat. 27 deg. 15 min. N. and 12 deg. 10 min. W. The bay is on the S. side of the cape.

ARCADIA, or CYPARISSA, in the Morea, on the W. side. It is but a mean sea port, though it gives name to a bay near it; is almost opposite to the Island of Zante, in lat. 37 deg. 24 min. N. and long. 21 deg. 42 min. E.

ARCAS Island, is in the Gulf of Mexico, and the Bay of Campeachy, to the W. of the town from whence it takes its name about 20 leagues. It is towards the E. side of the bay, in lat. 19 deg. 30 min. N. and long. 91 deg. 35 min. W.

ARCASSON de Baillon Bay, is 18 leagues S. westerly from the River of Bourdeaux to Cape Ferret its N. entrance;

being a low sandy land with great forests here and there, but the coast is all clear from shoals or rocks, till you come to the entrance of this bay, before which is the Island Terry, having a channel on each side of it.

If you wish to pass through the northern channel, sail close by Cape Ferret on the larboard in 8 fathoms at low water, for in the mid-way to the island is a shoal along the side of the island, and another thwart the end, extending almost off the W. end of the island.

The banks which run off from the W. end of the Island Terry by the breaking of the sea are easily seen, and you may borrow of them by your lead, being clean and flat, as near as you please, in passing in by the southern channel. You will avoid the shoals by bringing the trees of Balisses, which stand on the S. side, almost a league within the river, on its S. point, and keep them so until you are within the W. end of the island. You may now bring the trees a little open to the N. of the point, and in the best of the channel between the island and the said point; there is 6 or 7 fathoms past the point, though in the southern entrance there is not above 2 fathoms or 2 and a half at low water.

There are two high masts on the sand hills within the haven's mouth. To sail in there, bring them in one, when they will be N. E. by E. from you, and keeping them one in the other will carry you in between the aforesaid banks, with not less than 2 fathoms at low water, and 5 and a half or 6 fathoms at high water. When with these marks you have got within the shoal on the larboard, luff about Cape Brunet and sail in close along by the land on the starboard side, when you have from 7 to 10 fathoms; but you must give the cape a moderate birth to avoid a tail which stretches off from it. It is necessary also to keep clear of the Muscla on the larboard side, and sail through them in 3 fathoms at low water, and anchor in 6 to 9 fathoms; but farther in above Loguillon Point is but 2 or 3 fathoms. It ebbs dry a great way within over against the first point on the N. side. High water is about half past 3, or a little more, at spring tides. You may see the land on this coast in 30 fathoms; and therefore, in dark weather, may know your distance nearly by soundings.

ARCASTE Island, on the W. coast of Africa,

Africa, S. of the River Gambia, and of Cape Roxo. The Islands Cuja and Galmes are near it on this coast. There is a shoal without the Island of Cuja 5 leagues without the Point Bossas on the main land, called Pedraira, which with Arcafte Island lies to N. E. and S. W. See BALUMA.

ARCHANGEL Sea, in Russia, or the WHITE Sea, is a large branch or arm of the Northern or Frozen Ocean, which is navigable throughout at proper seasons. It separates Russian Lapland from the N. W. part of Samoieda, the most northerly province of Russia in Europe. Before the conquest of Finland, Ingria, and Livonia, the Russians only traded on this sea. The town of its name stands on the River Dwina, in lat. 64 deg. 34 min. N. and long. 38 deg. 55 min. E. about 4 miles from its mouth. There is a bar at the mouth of this river, which is 13 leagues S. by W. from Cats Nose Point, as that is 20 leagues S. W. from Crofs Island. It is high water at 6 o'clock.

ARCHERISKER. See ACHARISTON.

ARCHER's Gut, in the Island of St. Kitt's, is near the N. W. extremity of the island, and the same which is also called Wheelwright's Gut. It is situated between Willet's Bay to the E. N. E. and Cooper's or Courpon's Bay to the S. W.

ARCHES. See ARCHIPELAGOS.

ARCHIPELAGOS, which our seamen usually call the Arches, consist of a great number of islands, which are every where dispersed through the Archipelago Sea. This was the ancient Egean Sea, and is a very considerable branch of the Mediterranean; which extends northward between the coast of Turkey in Europe and of Turkey in Asia, till it meets the Gulf of Salonichi on the N. W. the Sea of Marmora on the N. E. and the southern coasts of Macedonia and Romania. These Islands will be distinctly noticed under their proper places. We noticed under Andrea, the rout or channel for sailing to that island, from whence ships may steer N. for the Gulf of Salonichi, or N. E. for the Dardanelles and the Sea of Marmora; but these we shall also refer to their descriptions.

ARCHIPELAGOS, of the N. or northern, are meant of four groupes of islands, between the E. coast of Kamtschatka in Asia and the W. coast of America. Of these, those called Salignan consist of five

islands; those called Khao contain 8 islands; sometimes both these are called Alcuthian Islands. The third contains 16 islands, and is called Andreanoffski Ostrova; and the fourth the Lyssie Ostrova, or Fox Islands, are 16 in number.

ARCOL. See ALCOL.

ARCOMORIN. See ARIMURIM.

ARCOT, in the East Indies, is a little to the S. of W. from Madras or Fort St. George, on the River of Sadras or Comere, which are factories to the S. S. W. from Madras, and at the mouth of a large river, before which is an island. It is considerably inland, and therefore we shall not farther notice it in this work.

ARDER or ARDRES, on the coast of Africa, is at the bottom of the Gulf of St. Thomas, in lat. 5 deg. 5 min. N. and long. 4 deg. 10 min. E. It is betwixt 30 and 40 leagues from the River Volta, the coast a little to the N. of E. all the way, low land, with some trees here and there; of these are 3 or 4 clusters 3 leagues W. of Arder, the westernmost being the largest, and one of them prodigiously high so as to appear like a tower at a distance. One league W. from Arder, close to the sea, are 2 trees, with great round tops, called the Two Brothers; by these you will ascertain the coast.

To anchor before Arder, bring 2 thick trees, which are within the village, N. by E. and N. E. from you; when you will have 7 or 8 fathoms, and a good hard sand. To the eastward the land is like a forest of trees, reaching a great way on the coast, and seen far off at sea, as the trees grow upon high grounds. To Cape Lagoa is about 3 leagues N. E. by E. Arder is often called Ardrea, and WHIDDAH.

ARDMORE Head and Bay, on the S. coast of Ireland, is between Youghall and Dungarvan. The Head, which is a high black tower, near a long point that stretches out to seaward, is seen at a great distance; under this point is a good road in 7 or 8 fathoms secure against a westerly wind. The Bay of Ardmore, not very deep, is on the E. side of the head.

Island d' AREAS, on the W. coast of the Gulf of Mexico, is in lat. 20 deg. 45 min. N. and long. 92 deg. 40 min. W.

AREBO or AREBOR, on the coast of Guinea, at the mouth of the River Felmofa, where the English formerly had a factory, as the Dutch still have. It is in lat.

lat. 6 deg. 0 min. N. and long. 5 deg. 5 min. E.

AREKEA, on the Red Sea, which separates Africa from Asia, is a port town at the distance of 55 miles from Suaken on the African shore. An island of about 350 yards in diameter lies at the entrance of the port.

ARENAS Islands, 20 leagues N. from Cape Concededo, or the N. E. point of Campeachy Bay in the Gulf of Mexico; in some charts they are laid down from the cape N. N. W. or more westerly.

ARENAS Islands, on the coast of Terra Firma on the N. coast of the Spanish Main or S. America, before the Bay of Zamba, W. from St. Martha River and harbour. They are 4 in number, and shelter the bay from all winds; and ships may sail round or between them into it any where. See **ZAMBA Point** and **Bay**.

ARENA Point, on the Island of Puna, in Guaiquil Bay, on the western coast of S. America, is 8 leagues E. N. E. from Santa Clara, where all ships bound into the bay take pilots. There is good anchoring for ships over against the middle of the town in 5 fathoms, and a soft oozy ground. The necessity of taking pilots will be seen under **GUIAQUIL**, **SANTA CLARA**, and **PUNA**.

ARENSBURG. See **ARENTSBURG**.

ARENTSBURG, a town on Oesel, in the Baltic Sea, on the S. side of the island between it and Ambrook Island, which is 4 leagues S. S. E. in a sound or bay, is a fair channel of 7 fathoms and clay ground; but the Ambrook side of the channel is best, about two thirds over, the Oesel side being foul. It is in lat. 5 deg. 5 min. N. and long. 25 deg. 40 min. E. and belongs to the province of Livonia in Sweden. See **AMBROOK**.

AREQUIPA, a city of S. America, in the province of Perce, about 220 miles S. E. from Lima, in lat. 17 deg. 5 min. S. and long. 73 deg. 5 min. W. Ilay or Ylay and Chuly were formerly the ports to Arequipa, which is considerably within land, but Quilca is now the principal station. The Cape of Arequipa, though on the same coast, is considerably to the N. W. being 14 leagues from Cape Attico; this is 25 leagues from **QUILCA**, which see. Under this cape lie some sharp black rocks, which must be avoided.

ARGENS River, in France, on the coast of Provence, falls into the Mediterranean Sea near Frejus or Prejus, to the N. E. from the Islands of Hieres,

Cape d'ARGENT, on the E. side of Newfoundland Island, is the extreme N. point of White Bay in the Machigonis River, of which Cape d'Den forms the S. point. It is in about 50 deg. of N. lat. and near 55 deg. 15 min. of W. long. From hence the coast goes off, with several bays betwixt, to E. by S. to Cape Bonavista.

ARGENTARO Point, a high mountain which runs far out into the sea W. N. W. on one side of which, at the foot of the mountain is the haven of Orbitello, on the N. W. and the Port Hercule on the S. E. It is on the coast of Italy, on the W. side, and about 10 leagues N. W. from Civita Vecchia, and the same distance S. E. from Castigliano.

ARGENTERA or **ARGENTIERE Island**, one of the Archipelago Islands, is off the N. E. end of Milo Island; between them is good anchorage abreast of a white old church, called the road of Argentera, in 12 or 13 fathoms, and good ground. It is barren and rocky, and has but few inhabitants; it is covered with a species of clay, called Cimoli earth, which is used in washing and whitening linen. It is in lat. 37 deg. 5 min. N. and long. 23 deg. 10 min. E.

ARGLAS Haven. See **ST. ANN'S Port**.

ARGOS, a mean port on the Bay of Napoli di Romania, and on the River Najo or Inachus, on the E. side of the Morea. It is N. N. W. from Cape Angelo. See **ANGIA**. It is in lat. 37 deg. 30 min. N. and long. 23 deg. 5 min. E.

ARGOSTOLI, is a sea port town of the Island of Cephalonia, directly opposite to Albania; it is the best harbour in the whole island, at a distance of 5 miles from the fortress. See **CEPHALONIA**.

ARGUIER, a town on the S. point of Porto Galere, on the western coast of the Island of Sardinia in the Mediterranean, and nearly E. from Cape Cabs. There is good anchorage before it in 10 fathoms, and sheltered from all but the S. and S. W. winds. It is towards the N. W. corner of the island.

ARGUIN Island and Gulf, on the western coast of Africa, and the northern part of the coast of Senegambia. It is about 10 leagues S. E. from Cape Blanco, and the Gulf takes its name from the island so called within it, being situated in lat. 20 deg. 20 min. N. and long. 17 deg. 20 min. W. To the W. of this island are two other long small islands; and in

the bay, on the N. side, are several shoals from the main. From Arguin S. easterly, towards the Long Heads, are some cliffs to seaward, and farther S. are several bear ftables. There is also a little island by the point called Terra Gorda, and more southwards another called Monzora.

ARGUNA, a city on the River Benin or Fermosa, on the Coast of Africa, 13 leagues short of Benin. See **BENIN** and **FERMOSA**.

ARHUSEN, is a town of Denmark in North Jutland, having a good harbour. It is situated on the Coast of the Baltic Sea, at the mouth of the River Guda, which runs through it; being 25 miles S. from Wyburg, in lat. 56 deg. 5 min. N. and long. 9 deg. 50 min. E.

ARICA Bay, a good harbour on the W. Coast of South America, in the Province of Peru in the South Pacific Ocean, and about 90 leagues S. E. from Lima. The port town of its name is at the S. E. extremity of the bay, in lat. 18 deg. 26 min. S. and long. 71 deg. 10 min. W. Here the treasure from Potosi is shipped for Europe. It is remarkable, that this is the only place on this part of the coast, which admits a landing; and that the sea runs so high and dashes so violently all about the coast elsewhere, as to render it impracticable.

To sail into the bay, bring the Cape of Arica, which is high steep land with white spots on it, in sight with the land to windward of Cape de Sama and Guaiaca; when you are directly off the bay, or rather a little entered within it. To anchor there, bring a little island, which you will see under the shore, on with the warehouses near the strand, where you will have from 8 to 10 fathoms water, and may anchor at discretion; but you must moor with one anchor right a-stern, or the land-breezes will endanger your tailing a-shore.

You will know this land, on coming in from the sea, by the ridges of rocks which come from the mountains, and look like two volcanoes, of a white colour. If these are N. W. from you, the port is to leeward; but if they are S. E. you are to leeward of it, and will see two other hills as white as if they were covered with snow. Before you come to Arica, is the Cape or Point **CAMERONES**, which see, with an island before it called Camaron, or rather Guano; within a cable's length of which you may coast along to enter the Road of Arica, and may anchor N. by

E. from it, so as to have the remarkable high Steeple of San Juan de Dios at N. W. It is a very good road, and the bottom a tough oaze, and 9 fathoms water; but there are some deep rocks under water, which cut the ships cables and hold their anchors, so as never to be got up, yet too deep to hurt a ship's bottom.

To get water, dig in the sand on the tide of ebb about half a fathom, and you have good water, which keeps well at sea; it is brackish, if you dig deeper.

The sea is always rough here, beating about the crags and stones which have been broken off from the impending cliffs. To land goods, or bring them to the ships, boats run into some little creeks or guts; there are two or three near the head-land, but the best of them is at the very foot of the point. You must pass into this between two high rocks, and coast along the biggest on the starboard among great stones, that threaten to stave the boats, the keels of which for this service are covered with iron; this rock is dry at low water, and its place may be discerned, by a good look-out, at high water. Having passed it, turn short to the larboard side, and steer directly for the first houses; you will thus enter the great creek, which at best is shoal and rocky.

Notwithstanding these inconveniences it is a much frequented port, as being nearest to the rich mines of Potosi, and a place famous for rock salt, which is here dug out of the mountains, and shipped for all the western coast. Long calms and strong currents also frequently detain ships in this harbour, the latter always setting into the inlet of Quiaca; the land-breeze holding from midnight only till near noon, and the sea-breeze from the S. W. constantly succeeding, which comes before ships can double the head-land of Sama, which is W. N. W. from that of Africa. The tides from above also add to this difficulty, and therefore this point is often called the Devil's Foreland.

The only means practicable is to get out as far as possible with the land-breeze, that you may not be driven back into the road by the current in a calm; if you are in danger of this, come to anchor about a league S. of Guaiaca, in 5 or 6 fathoms water, the bottom a greenish oaze of an olive colour, and in some places mixed with sand, where you have a good road and well secured. Guaiaca is 10 leagues N. N. E. from Arica, and 2 leagues short of the Head-land of Sama.

ARIMINUS River, now called La Mareccia, on which Rimini or Rimano, on the E. Coast of Italy, in the Gulf of Venice, is situated. It is 21 leagues N. W. by W. and W. N. W. from Ancona, and 8 or 9 leagues S. E. by E. from Ravenna. The bridge over this river is marble, to which small ships may go up, but larger vessels ride under the castle, where they have from 6 to 8 fathoms, but open to N. and N. E. winds.

ARIMURIM, on the coast of Ava, on the E. side of Bengal Bay, is about 30 leagues N. from Cape Negrais, and more than 3 deg. S. of Aracan River. It is called in some charts and maps, **ARCOMORIN**.

ARIPO, in the Island of Ceylon, at the mouth of the River Coronda or Sarunda, on its W. side, and S. E. from Adam's Bridge; on the W. of which is a bank where the Dutch fish for pearls. It is in lat. 8 deg. 42 min. N. and long. 80 deg. 25 min. E.

ARISCH Gulf, on the Coast of Arabia Petrea, is at the southern extremity of the Levant Sea, by which that part of the Mediterranean sea is known. The town, which gives name to the gulf, is on the E. part of it, and about 37 leagues due E. from Damietta in Africa, which stands at the mouth of the great eastern branch of the River Nile. The gulf is capable of receiving a number of ships, and has good anchorage; it is well secured from winds by the surrounding lands. It is doubtless the same as **LARISSA**, in the S. E. angle of that sea.

ARK Island, is one of the two little islands which lie between the islands of Guernsey and Sark; the other is called Arm. They are on the E. side, and you sail between them, having this, which is the smallest and most southerly, on the starboard.

ARKLOW Head and River, on the E. coast of Ireland, is 13 miles S. of Wicklow, in lat. 52 deg. 42 min. N. and long. 6 deg. 5 min. W. If you come from the N. you may sail along shore within the banks called the North Grounds, and within the South and Middle Grounds in coming from the S. The channel right in is between the North and Middle Grounds, on a course N. W. by W. for the town, or more westerly for the Head, which is to the S. of the town a mile. Look out for a round hill within land; if you bring that right W. from you, you will be on the point of the North Ground,

in which channel it is 7 or 8 fathoms deep. In coming within the Grounds from the S. observe carefully how you pass the Glaskerman, about a league to the S. See **GLASKERMAN**. The River of Arklow is so shoal, that there is only 6 feet at high water.

At the N. point of Arklow Head, is a strong ledge, very steep. In passing it from N. to S. come no nearer than 5 fathoms. Observe some little rocks above water near the shores; when these bear W. N. W. from you, the ledge is to the northward, and you may then borrow off the shore. On the N. side of Arklow Point is a good sandy bay, with safe anchorage, in 5 to 8 fathoms. Mizen Head is 5 miles N. from Arklow.

ARLINGTON Bay or Road, on the E. Coast of Ireland, within the entrance of Carlingford Bay, two miles and a half N. W. from Grenore Point, the S. W. entrance. This road has 6 or 7 fathoms, and less the nearer to the shore, till a ship may ground on a soft ooze, without injury. It is 4 miles farther to the bottom of the harbour, where you have three fathoms at the entrance into Newry River. See **CARLINGFORD**.

ARLINGTON'S Island, not far from the S. shore of Maghellan's Straits, which separate the country of Patagonia on the N. from Terra del Fuego on the S. There are many others also in this part of the straits.

ARM Island, on the E. of Guernsey Island towards Sark, and on the larboard of the passage, as Ark Island is on the starboard. See **ARK**.

ARMIRO Port and Gulf, in the province of Thessaly in European Turkey, 30 miles N. W. from the Island of Negropont; in lat. 39 deg. 42 min. N. and long. 23 deg. 30 min. E. It is on the S. W. side of Volo Gulf, near the western extremity.

ARMISDEN Rock, on the N. shore, within the entrance of the River Tine or Tyne. See **TINMOUTH**.

ARMUYDE is a strong sea port town of Zealand, in the Low Countries, and situated on the E. side of the island of Walcheren. There is the old and new town, and such is the convenience of its port and the depth of water, that it draws much commerce to it, especially as lying so near to the sea. But the harbour has been choaked up for some time; and on that account the sea is made navigable to Middleburg, which is a league distant

distant, and 3 leagues from Flushing. It is in lat. 51 deg. 31 min. N. and long. 3 deg. 42 min. E.

ARMYGOON, on the Coromandel or Eastern Coast of the Peninsula of India, is N. of Pullicat; off which is a sand or reef so called, extending from off the mouth of the Pennar River to the southward. It is best to sail without the reef, in going northward from Pullicat, steering N. N. E. and keep the lead going, so as to come no nearer the outer edge than from 8 to 12 fathoms; and when you have 12 or more, edge in to 9 fathoms just without the reef, to keep clear of currents, which in July and August set to N. E. or a little more northerly. When you have past Petipoli, which is beyond the reef, you may steer due N.

ARNEDO, is a town of Peru, on the S. Pacific Ocean, with a harbour, 25 miles N. from Lima, in lat. 11 deg. 40 min. S. and long. 76 deg. 50 min. W.

ARNO River falls into the Mediterranean, 4 miles below Pisa, in that part which is called the Tuscan Sea, from its washing the western coast of Tuscany. Small vessels go up to Pisa. It is in lat. 43 deg. 42 min. N. and long. 10 deg. 24 min. E. The city of Florence stands on this river.

AROBO, on the coast of Africa, is on the S. side of the River Rogocam. This river is 4 leagues S. from the River Benin.

AROBY is one of the small places between Suna or the River St. John, and Akitaki or Little Commenda, on the W. Coast of Africa, called the Gold Coast; in most of which creeks there is some business done. A reef of rocks, about a cannon shot from shore, lies on this coast; most of which are under water, and therefore very dangerous.

AROGOSTO, or **AROGOSTOLI** Port, in Cephalonia Island, to the southward of Cape Sidero, is the best in the island; situated in the Adriatic Sea, on the W. side of the Morea, having Lepanto Gulf on its E. There is a good road behind the Island Guardia, before you run into the haven, with 8 or 9 fathom, the island reaching E. and W. on both sides the haven.

AROSBAY, on the coast of the Island of Madura, near the Island of Java, in the East Indies, in lat. 6 deg. 30 min. S. and long. 114 deg. 30 min. E.

Islands d'AROW, a cluster of small islands, which are N. E. from Timorland, and not far to the southward from the Coast of New Guinea. The N. coast

of New Holland is directly S. of them. On their W. are the Grande and Petit Keys Islands. Their lat. is about 5 deg. to 7 deg. S. and long. 137 deg. E.

ARQUES River, on the French Coast of what is called the Channel, falls into the sea on one side of the town of Dieppe. See **DIEPPE**.

ARRAN Island, on the W. side of Scotland, is in the Frith of Clyde, between Kintyre and Cunningham. It is 23 miles from N. to S. and 10 or 12 in breadth.

Islands of ARRAN, called North Islands of Arran, a little to the S. of the N.W. extremity of Ireland, being distant from Cape Horn 6 leagues to the S. W. It is good ground and safe, and secure from winds all the way. The Stags of Arran are to the N. E. being a ledge of high rocks, and within them a haven called Klady, or Dore; but it is dry at low water, and consequently of no great use. There are several small islands off it, and to come to Arran from the N. keep the greatest of them close on the starboard till you come to the E. side, after which steer S. and come to anchor on the S. E. side. There are good roads every where under the island or main, and several fine bays and harbours. Cape Telling, a projecting point to the S. S. W. is 7 leagues from Arran. The lat. is 54 deg. 48 min. N. and long. 9 deg. 4 min. W. and it is high water at 11 o'clock.

Islands of ARRAN, called the South Islands of Arran, are 7 leagues E. by S. from Slyne Head, on the W. Coast of Ireland, before the Bay of Galloway. They are three in number, stretching almost 7 leagues in length to N. W. by W. from the W. side of the bay; and they make 4 passages into the bay, for an account of which see **GALLOWAY**. When you can bring the middle of Arran Island to bear N. distant 5 leagues, the southernmost island will not only shew flat, but the islands from N. E. by N. to N. E. by E. will appear with channels between them.

ARRANI. See **ARZENI**.

ARREGAMME, or **ARAGAME** River, on the E. side of Ceylon Island, in 7 deg. 5 min. of N. lat. and 82 deg. 15 min. of E. long. It is 12 or 14 leagues S. of Batacalo Point, or the S. point of the entrance into that harbour, and about 40 leagues nearly S. from Trincomalee Bay.

ARRICARY River, on the Eastern Coast of South America, is N. W. from

the N. cape of the great River Amazons, about 12 or 14 leagues. On the E. side of it is a bank, which you must carefully shun; it is a wide and large River, and reaches far in within land; but after you are 4 or 5 leagues up, there are 6 small islands, directly opposite to the mouth of the River Wiapoco.

ARRIPOKA Island, in the mouth of the River Amazons, on the Coast of South America, is the first Island you there meet with. About a league before you come to it, are three hard dry banks of sand, lying triangular, and about the same distance from one another; the northernmost is the largest of them. You must pass them all on your larboard, and stand in S. W. for the point of the river on the other shore; and as these sands are steep, you will have a fair channel all the way from 5 to 8 fathoms. The Rood Hook, or Red Point, is the S. point of the river; from which is also a clear channel under the main, with a continued range of islands on the larboard for more than 30 leagues. This channel is generally from 2 to 4 leagues wide. See AMAZONS.

ARROE Island, belonging to Denmark, in the Baltic Sea, having Funen a little to the N. and Du'cen Island on the S. in lat. 55 deg. 10 min. N. and long. 10 deg. 20 min. E.

ARRÔES Island, or JAKROES, on the Coast of Sumatra, in the East Indies, is a great rock rather than an island, on the coast of Malacca within the Straits of Malacca. It is 20 leagues, nearly E. S. E. of Water Island, which is 8 or 9 leagues from Varror Island. See VARROR. Parcelare Island is 20 leagues to the E. so called from a hill of that name on the main land of Malacca, or a projecting point or neck.

ARROWARY Cape, is the S. W. point of the Island Carpori, and is the entrance of the creek, called Arrowary Creek, from the N. It is within the island on which the North Cape is situated, and its northern mouth is 12 leagues W. from that cape, the channel of which trends with the coast to the S. W. then S. and after S. S. E. and by which only ships which have fallen to leeward of the Amazons, N. of the cape, can recover their port. You have from 4 to 6 fathoms in it, and a muddy oozy bottom; but you must anchor every tide, as the ebb sets rapidly to the N. so that a strong gale cannot stem it.

If you have made Cape North, stand for it, but come no nearer than 5 fa-

thoms, when you will be at least 2 leagues from shore; but you will have from 7 to 10 fathoms off a point, at that distance, which runs eastward into the sea. Besides this, all along the E. side of the island a flat runs off shore; and from this point steer E. S. E. to avoid a long reef of sand, which shoots due N. from the other point of the Arrowary, till you are 10 leagues off, to avoid the indraught of the ebb. You may now stand S. by E. for ARRIPOKA Island, which see.

ARSEPAR. See AUSIPORE.

ARSILLE Bay, on the Coast of Morocco. See ARZILLA.

ARTA, is a considerable port town of Albania, on the E. side of the Gulf of Venice, on the River Afdhas, 20 miles N. E. of Previsa, and 20 N. N. W. from Lepanto. It is in lat. 39 deg. 28 min. N. and long. 21 deg. 20 min. E.

ARTAS Bay, in the Island of Majorca, in the Mediterranean, lies in S. W. from Cape la Pedre, the eastern extremity of the island. The town lies between two rivers, which fall into the bay from the W. and N. W. and the bay, except from the E. and S. E. is well sheltered, and has from 5 to 7 and 9 fathoms water, and good anchorage. Alcudi Bay is to the N. W. from the Cape la Pedre.

ARTEA or ARTELA Point, is 6 leagues nearly E. from the River Copalita, on the S. W. coast of Mexico, on the North Pacific Ocean, at which, if necessary, you may safely land, and shelter against all winds but the S. and E. But a S. E. wind makes a great surf. On the E. side of this point is a farm of black cattle; and you may procure water and other necessaries. The point is low, and at a distance looks like a small island, and the strand is mostly a sand.

ARTIBONITE River. See ANTEBANICO.

ARTIGONISHE Bay, on the N. E. part of Nova Scotia, in North America, is bounded by Cape Lewis to the N. W. and Cape Fronfac or Canso, the N. W. point of the Straits of Canso to the E. It is in the S. part of the Gulf of Nova Scotia, having 20 fathoms water in some parts of it within the W. cape of the bay. St. John's Island lies to the N. W. of it. The middle of this large bay is in lat. 45 deg. 36 min. N. and long. near 62 deg. W. and is directly S. from East Point, at the eastern extremity of St. John's Island.

ARU Island, in Malacca Straits, in the

the East Indies, between the island of Sumatra and Malacca. It is probably the same with Arroes already mentioned.

ARUBA Island, near the Continent of Terra Firma, is a small island dependant on Curassou, in lat. 12 deg. 30 min. N. and long. 67 deg. 39 min. W. It is directly N. from Cape Romano, 7 or 8 leagues distant, which is the E. point of Venezuela Gulf, is 14 leagues W. of Curassou, and produces corn and wood. Under its N. W. side is a good road, near a point of land, where a smaller island must be left on the N. W. into the road to come to an anchor; there is 5 fathoms and a sandy ground, but there is no anchorage or even moorage in any other place. The island is about 5 leagues in circumference, and has two small hills in it, one of which at a distance makes like a sugar-loaf.

ARUBO River, on the coast of Guiana, is to the W. of Isequibo Gulf; from whence the shoal of Adder's Bank and others extend to Cape Nassau. See ADDER'S BANK and NASSAU.

ARUNDEL Haven, at the mouth of the small River of Arun, is 11 leagues W. of Beachy, and 4 from Shoreham; the town stands on an elevated situation above it, and has a fine view of the sea. It is in lat. 50 deg. 55 min. N. and long. 0 deg. 29 min. W. Large ships can go in at the pier, and lay in 4 and 5 fathoms at low water. There is also good anchorage before the town, and regular shoalings to the E. as far as to Shoreham, where ships may stand to the shore in 7 or 8 fathoms, and have good anchorage; but to the W. it is so flat, that there is not more than 6 or 7 fathoms a league or two off shore. There is a sand at S. W. by S. from the haven, 8 miles off, called Eastborough Head. An Act of Parliament has lately passed for improving this port.

ARWACAS Bay, on the E. Coast of South America, has a village of the same name at the bottom of it, and on the W. side of it the River Amona. There is a good road for great ships before the town, sheltered from south and easterly winds, but a little open to a northerly gulf, which brings in a high sea. See AMONA.

ARZENI or ARRANI Bay, on the Coast of Barbary, in the Mediterranean, is on the E. side of Cape Ferrat or Ferol, and extends to the N. E. as far as Cape Dyvy or Ivoy. The town is at the S. W. in the bottom of the bay, before

which is good anchorage; it stands on the E. side of the river which here falls into this bay.

ARZILLA, a port town of Morocco, on the W. Coast of Africa, is 5 leagues S. by W. from Tangier, or rather from Cape Spartel, the N. W. point of Africa, and the S. limit of Gibraltar Straits. It has anchorage within the river, in lat. 35 deg. 40 min. N. and long. 5 deg. 40 min. W. There are several large rocks thwart the mouth of the haven, lying N. and S. before the bar; but they serve to secure the ships within, and ships may go in between them in several places, and anchor behind them, or between them and the shore. The N. channel is the best and deepest water, but none of them will admit vessels of great burthen, having only 2 fathoms and a half at high water. From Cape Spartel hither the coast is low and flat, and a clear sandy shore, but the country within shews to be mountainous; be careful not to mistake these hills for the land on the shore, or you may be aground in dark weather, or in the night. It is 8 leagues S. by W. from hence to Larache; there are some rocks on the shore.

ASCENSION Island, in the Southern Ocean, is about 10 miles long from N. W. to S. E. and about 5 or 6 broad. Cross Bay, on the N. W. side affords good anchorage, a fine sandy bottom; when the two points of the bay are N. E. and S. W. and the Cross Hill, so called from the cross or flag staff on it, bears S. 27 deg. E. you have 10 fathoms. Abundance of turtle are caught here, especially before the middle of May, and some till the latter end of the month; they resort hither from January to June to lay their eggs, when they are turned on their backs, and left on the beach till morning, and some of them weigh from 400 to 500 pounds each. The road is in long. 14 deg. 34 min. W. which may be 14 deg. 28 min. and a half for the middle of the island, and 8 deg. of S. lat. The variation here was observed to be 11 deg. W. which is a full point less than it was in the English Channel at the same time, viz. in 1780.

It has also a bay of its name on the N. E. side, with an exceeding good harbour. This island is 535 leagues W. of the W. Coast of Africa.

ASCENSION Bay, is a spacious Bay of the Gulf of Mexico, on the S. Coast of West Florida in North America formed

formed by the mouth of the western branch of the River Mississippi, or an inlet of the land near it, and on the E. of Vermilion Bay.

ASCENSION Bay, is a very spacious and convenient bay of the Gulf of Honduras, being on the E. coast of the Province of Yucatan. It is between Lambar Bay on the N. and Hanover Bay on the S. and has a free entrance between two points of land; in sailing for which you should give a good birth to the reef of rocks which lies off from the E. coast of an island, said to be Cozumel island, though some charts place the island of that name considerably more N. Port Onoa is nearly S. from it; and the Bay of Guanaxos, which contains many islands and rocks, to the S. W. and more westerly.

ASCENSION River, is 8 leagues nearly W. from the River ALLABROLIES, which see. Considerable business is done here, and sloops and small craft navigate above 20 leagues up, but not great ships. The Sambaloes Islands are on this coast; but the land goes off S. from this river, and then W. and afterwards to the N. to Samballo Point, which is 15 leagues from the W. point of this river.

ASHMOOTH, on the Coast of Asia, is about 9 leagues S. from Jaffa or Joppa, but has no port or shipping, though it has a small river.

ASHLEY River, is on the S. W. side of Charles Town, South Carolina, as Cooper's River runs up into land northwards. See CHARLES-TOWN. The Bermudas Islands are very nearly in the same latitude, and 280 leagues to the E. from this coast. The lat. is 33 deg. 22 min. N. and long. 79 deg. 55 min. W. and has high water a quarter before one o'clock at spring tides.

ASHUYEF, in the sea of Azoph, is at the mouth of Aganly River, on the W. shore of the northern branch of the River Kuban, which falls into that sea to the N. Its lat. is about 45 deg. 30 min. N. and long. 56 deg. 12 min. E.

ASIA Island, on the Coast of Peru, is in the midway between Canette on the S. E. and Chilca on the N. W. being 7 leagues from each. It is a small white island under the shore of about half a league in circuit, which makes from the northward with a break or cleft in the middle, and the part which is to the southward is much higher and bigger than the other. Its lat. is about 13 deg. 6 min. S. Mala or Mela is 3 leagues from it towards Chilca.

ASINARTA Island, is a long, irregular, and narrow island, which extends towards the N. E. from the N. W. point of the Island of Sardinia, within which, on the E. side is good anchorage, in several parts, in 6, 8, 10, or 12 fathoms water, in almost every part of it. From Bonifacio Island in Corsica, it is 13 leagues S. W. and 9 leagues from Point Pene, or the N. W. Point of Sardinia Island. It is in lat. 41 deg. 6 min. N. and long. 8 deg. 31 min. E.

ASLA River, is a small river on the N. Coast of Spain, which falls into a bay in the Bay of Biscay, where it forms a good harbour, and is to the E. of Cape Pinas.

ASOPH, ASOW, or AZOPH Sea, is so named from a city of that name in Cuban Tartary, in Asia, on the S. shore of the River Don, near its mouth, in the N. E. extremity of this sea. It is often called Palus Mæotis; and sometimes Zabach Sea. The city is in lat. 47 deg. 18 min. N. and long. 41 deg. 30 min. E.

ASPEROZA, in Romania, is on the N. Coast of the Archipelago, and about N. N. E. from Cape Monte Santo, or S. W. Point of the Gulf of Contessa, in which direction lies the Island of Tasso, about one-third from the coast on the N. 22 miles S. E. of Nicopoli. It is in lat. 40 deg. 58 min. N. and long. 24 deg. 50 min. E.

Ass Bay, on the S. Coast of Newfoundland Island, is to the N. W. of Chapeau Rouge, or Red Hat, the W. point of Placentia Bay.

ASSASSINS Bay, on the S. E. Coast of New Zealand in the South Pacific Ocean. Most of the old maps and charts take notice of it, but not the modern ones; and it has probably been mistaken for the Murderer's Bay of Tasman.

ASSENS, or ASNES, meaning the Holy Promontory, is a town of Funen Province, belonging to Denmark, situated on the little Belt; and has a good trade in corn and the productions of the country. It is the common passage from the Dutchy of Sleswick to Copenhagen, and is 17 miles S. W. of Odeney. Its lat. is 55 deg. 17 min. N. and long. 10 deg. 2 min. E.

ASSINE, ASSENE, or ALBINE, is on the W. Coast of Africa. There are two towns of this name, the greater and lesser, called Assine Grande and Assine Piquino; they are two leagues distant, and the

Gold Coast begins at the lesser, which is westernmost. To the E. of this stands a great round tree, among several clusters of others, and the land is low to the other or greater, which stands close to the water's edge. You may anchor off the little Assine in 10 to 15 fathoms; the woods, though the land is low, are very thick and the trees high, and in sailing along the shore the Negro huts are seen. Off the greater Assine, your anchorage is in 12 fathoms; and from a point near it the coast is E. S. E. to Cape Plaine, a large cape; 10 leagues. When you have this cape S. keep off in 14 fathoms at least, because a reef of rocks runs out from it. The lat. is 5 deg. 30 min. N. and long. 2 deg. 25 min. W.

Assos, is a port town of Natolia in Asia Minor, on a bay of the *Ægean Sea*, 4 leagues S. E. from Troas; in lat. 39 deg. 30 min. N. and long. 26 deg. 30 min. E.

ASSUMPTION, or **ANTICOSTI** Island, in the Gulf of St. Lawrence. See **ANTICOSTI**.

ASSUMPTION, on the River Paraguay, and also on the parallel branch of *Acaragua*, both which fall from the N. into the great River *La Plata* in South America, are too far distant from the sea, though communicating with it, to be noticed more particularly in this work.

ASSUMPTION Island, on the S. W. coast of the Peninsula of California, off a coast which extends nearly E. and westward to a projecting point of land, and by which a bay is formed both on its N. E. and S. E. sides. The island is laid down in lat. 28 deg. N. and long. 120 deg. W.

ASTADA, on the N. W. Coast of Madagascar Island, in the Indian Ocean, is N. E. 6 or 7 leagues from Moringam Harbour; and at the point of the entrance into the road are three small islands. One of these is called *Summeretto*, or the *Sugar Loaf*, from its shape, close to which on the side next the main is a small rocky island; you have a channel of 11 fathoms between the *Sugar Loaf* and the main, and as you enter the road you will see the great Island of *Nosse* lying E. N. E. and W. S. W. The entrance into *Astada* lies in N. by E. and S. by W. to *Mangahelly Road*, which is at the bottom of it; you have 10 fathoms, and nothing to fear all the way.

ASTERIA. See **RHODES**.

ASTORES Island, is N. E. from the N. point of the Island of Madagascar,

in the Indian Ocean, in lat. 10 deg. 22 min. S. and long. 53 deg. 20 min. E.

ASTURA, a good harbour on the S. W. Coast of Italy, about 12 or 14 leagues S. E. from the mouth of the *Tiber*; it is at the bottom of a bay E. from Port *Naton* or *Neptune*, and nearly E. from *Mount Cerelli*.

ASUCA Bay, is on the S. part of the Gulf of *Sofala*, on the S. E. Coast of Africa, in the Indian Ocean. The islands of *Bocica* or *Bazaruto* lie off the coast, opposite to it; and break the violence of the ocean, so as to render the bay a very safe anchoring place for ships. The River *Sabia*, sometimes called *St. Mary's*, falls into the bay from the W. with some smaller rivers of less note.

ATACAMA Bay, on the Coast of Peru, on the South Pacific Ocean, extends from the N. point in 22 deg. S. lat. to Cape *Morena* in 23 deg. being 20 leagues. It is in about 80 deg. 20 min. of W. long. The cape or head-land, called *Morena*, which begins 10 leagues to windward, that is, to the southward, points out this harbour and bay; for it rises gradually till it comes directly over the entrance into the creek or harbour, and from thence slopes off to the northward, so that the pike of the hill is a sea-mark to make the port by. The harbour is more than 2 miles in, and very secure. The town of *Atacama* is considerably within land. See **COBIJA** and **MUSCLE** Bay, which last is a small bay within a bay, at the bottom of the other, and on that account has much safer riding; because the W. and N. W. winds, which blow right in, bring in a tumbling sea, that may endanger a ship's foundering at an anchor.

ATAKOU Island, in the North Sea, between Asia and America, is in lat. 52 deg. 45 min. N. and long. about 174 deg. E. extends from E. to W. about 18 leagues, and is thought to be the *Mount St. John* of *Beerling*.

ATGHKA Island has a good harbour in the North Sea, between Asia and America, and belongs to the cluster in 52 deg. and a half N. lat. See **AMLUK**.

ATHELNEY Island, is within the river, at the conflux of the Rivers *Thone* and *Parret* in *Somersetshire*, where King *Alfred* was concealed after his defeat by the *Danes*.

ATHENÆ, or **ATHENS**, a city of *Greece*, in the Gulf of *Engia*, is S. W. from *Constantinople* 320 miles, in lat. 38 deg. 5 min. N. and long. 23 deg. 57 min. E.

Three

Three leagues to the E. of it is a high mountain, with a castle on it, which is the mark to know the haven; the entrance to it is narrow, but 500 sail may ride at large in 9 to 10 fathoms in clean ground, and safe from rocks or storms.

Without the harbour, under a little island due W. from the harbour's mouth not quite a league, is a good road also, in 18 fathoms and a hard sandy ground. On the E. side also is a little bay, which runs far into the land, and is in itself a haven, secure from almost all winds, and good anchorage every where; yet has a haven within that.

ATHERFIELD Point and Rocks, on the S. side of the Isle of Wight inclining to the W. being the westerly point of Chale Bay, which extends N. W. from the S. point of the island in the direction of the coast. Off this Point of Atherfield is a sand in the form of a triangle, almost dry at low water; you must not come within a mile of it any way. Brixton Bay is to the W. of which this forms the eastern limit. A line of sand runs along parallel to this coast from the S. point of the island, at 2 or 3 miles distance, where you may anchor for tides in 7 or 8 fathoms; but you must not depend upon it in danger. The cliffs here produce various pyritical substances of great weight, and of various beautiful forms. It is high water about half past 9; and is in lat. 50 deg. 34 min. N. and long. 1 deg. 24 min. W.

ATKINS' Key, a small island or rock of the Bahamas, near the Peninsula of Florida, at the southern point of North America. It is in lat. 22 deg. 7 min. N. and long. 74 deg. 31 min. W.

ATLANTIC Ocean, is that very extensive sea which washes the coasts of Europe and Africa on the E. and of North and South America on the W. It properly divides into two branches; which may be called the North Atlantic on the N. side of the Equator, or that part which is in N. lat. and the South Atlantic, or the part which is in S. lat. which distinction we have preserved in this work.

ATOOI, one of the Sandwich Islands, which is about 10 leagues in length, and 25 leagues to the N. W. from Woahoo Island. It is in the N. Pacific Ocean, the road of Wymoa being in lat. 21 deg. 57 min. N. and 159 deg. 47 min. W. on the S. W. side, and about 2 leagues from the W. end. It abounds with plantations. Till you come abreast of a

low point about the middle of the island or rather more westerly, a line of 50 fathoms, half a league from shore, will find no bottom; but there you have 12 and 14 fathoms, and a rocky bottom, and as the coast trends more northerly, 20, 16, 12, and at last 5 fathoms, will be found about a mile from shore, with a sandy bottom. It is but little exposed to the trade wind, because the height of the land it blows over changes the direction, so as to follow that of the coast; and from hence it blows at N. E. on one side of the island, and at E. S. E. or S. E. on the other, falling obliquely on the shore. See WYMOA and SANDWICH. ---There are here strong currents from the E.

ATRATO River, a considerable river which falls into the Gulf of Mexico near Carthagena.

ATTICO Cape, on the coast of Peru in the S. Pacific Ocean, is in the midway between Port Ocona to the S. S. E. and Cape Arequipa to the N. N. W. being 14 leagues from each. Between Ocona and Attico a great broken gap appears on the river's bank close to the water's edge, and runs out to sea about two muskets shot, where good water may be procured; and near this gap are two great rocks, called the Piscadores, or fishes. See AREQUIPA.

ATTOCK River, after passing from the Tartarian Mountains, and passing by Cabul, flows into the Indus above Attock.

ATWOOD'S Keys, are small rocks or islands of the Bahamas, off the N. W. extremity of Mayaguana Island, and E. from Crooked Island, which lies betwixt these and the S. end of Long Island. They are in lat. 21 deg. 22 min. N. and long. 72 deg. 9 min. W.

AVA River, on the E. coast of Bengal Bay, or India beyond the Ganges. It is W. of the River Pegu, and falls into the bay by several mouths, to the W. of Martabon. It is navigable for a considerable way inland, being a large river.

AVA Cape, in the Island of Japan, in the Eastern Ocean, is in lat. 34 deg. 45 min. N. and 140 deg. 55 min. E.

AVALON, is a peninsula of the Island of Newfoundland, not far from the S. E. part of it; and has Placentia Bay on the S. and Trinity Bay on the N. The E. part of the peninsula is encompassed by the Great Bank, and has, besides these bays, that of Conception on the N. and

of St. Mary's and Trepassy on the S. As its coast is very irregular, it contains several excellent harbours, bays, and capes; of the last are Capes Mary, Pine, and Race on the S. and Ballard, Broil, and Francis on the E. with many others.

AVARILLO Cape, is N. E. from Padaran Bay, and the S. E. extremity, or nearly so, of Cambodia. It makes high at sea, but is rendered still higher by a great rock, like a sentinel's box on the top of a bastion, on the summit of it. Foul Bay is 16 miles N. by W. from it; and to N. N. E. is the S. point of the deep gulf called Western Bay. See COMORIN Bay. It is in lat. about 11 deg. 35 min. N. and long. 109 deg. 20 min. E.

ST. AUBIN'S Bay, Jersey Island, in the English channel. At the bottom of it is the town of its name with a good harbour defended by a fort near the S. W. extremity, but to the eastward. It is 3 miles W. from St. Helier's; both which are on the S. side of the island. The lat. is about 49 deg. 7 min. N. and 2 deg. 15 min. W. and high water is about half past 12.

AUDE, ADGE, or AGDE River, in the Mediterranean. See ADGE and AGDE.

AUDIERNE Bay, on the W. coast of France, in the Bay of Biscay, is to the S. of Douarne Neis; a narrow Peninsula only separates it from the bay of that name. Ships may run into it in case of necessity, as it has good anchorage, but is much exposed to the winds. The town is not of note, but stands at the N. part of the bay. It is often called HODIERNE. It is high water about a quarter before 3 on full and change days.

AUDUE Islands, with many others, are on the N. shore of the N. Passage into Galloway Bay, which is E. a little S. from Slyne Head, a projecting point on the W. coast of Ireland. They lie without the southern point of the entrance into Batterby Bay. See BATTERBY and GALLOWAY. The S. Islands of Arran, which have been mentioned, are to the S. E. from them.

AVEIR, or AVEIRO Bay, on the coast of Portugal, is 10 leagues S. from Oporto, Port a Port, or the River Douro; has the town of its name at the mouth of the River Voga, which falls into it, with a harbour for vessels of moderate burden. The strand betwixt them is a clean sandy shore, and ships may sail pretty near it with safety every where in 7 or 8 fathoms. The town is in lat. 40 deg. 40 min. N. and long. 8 deg. 30

min. W. When a black hummock, called Carmole, on the high land, bears E. S. E. from you, then are you thwart the entrance; it has a bar across, and when a rough sand hill N. of the bar is thwart of you, that bar is half a league to the southward.

To sail within the bar, observe three beacons made of masts on the S. land, and bring them one in the other; keep them so, and sail in E. by S. till you come thwart of them. The bar has but 2 fathoms over it at half tide. When you are within the points, sail along by a dry sand on the larboard N. N. E. and N. E. along the edge of it, till you come close to the northern land, and run in by it; by which you will leave all the other shoals on the starboard, and when you see the river open, and a small house on the strand on the W. side, steer up into the river E. by S. and E. S. E. in mid-channel, till you come before the Salt Ponds. The island or dry sand, in the centre of the bay, has a good anchoring place on the N. side; where ships are out of the current of the River Voga.

AVELANE Point, is on the N. Coast of Spain, on the Bay of Biscay; where the westernmost of two rocks stands near Cape Machicaco, on the W. side of a good tide haven, in which is a little town.

AVERTIE Sand, on the larboard of the entrance into the River Tay, on the Coast of Scotland, is dry at low water and extends from off the S. side of the river E. N. E. 2 miles and a half. Another sand, called Goa, extends from off the N. side, from Bockannais or Buchan Ness Point, a mile and a half; and the channel into the Tay is between them. See DUNDEE and TAY.

AVES Island, near the eastern coast of Newfoundland, is in lat. 50 deg. 5 min. N.

AVES Island, or the Island of Birds, nearly W. from Dominica, and S. from the Virgin Islands. Great numbers of birds breed here, which lay their eggs on the sand. There is not a tree on the island. A shoal runs from it to the Islands of Sabas, St. Eustatia, and St. Christopher's, which is about 2 leagues broad and from 10 to 20 fathoms soundings. It is in lat. 15 deg. 26 min. N. and long. 66 deg. 20 min. W.

AVES Islands, are small islands among the little Antilles, not far from the coast of Terra Firma, S. E. from Bonair Island in lat. 11 deg. 50 min. N. and long. 66

deg. 25 min. W. Here is a good harbour for careening ships on the N. side; it has also some wells, and is about 4 miles long and half a mile broad at the E. end. Three miles from it is a dangerous reef of rocks, extending from E. to N. and then trending to the W. You must not stand within 3 leagues on the N. E. side, as the shore abounds with shoals, banks, rocks under water, and sands; but on every other side it is clear ground.

AUGUSTA Island, or **AUSTA**, in the Gulf of Venice, and on the coast of Dalmatia, near Ragusa; it is in lat. 42 deg. 55 min. N. and long. 17 deg. 40 min. E.

AUGUSTA River, in the mouth of which is Cumberland Harbour, in the S. E. part of the Island of Cuba in the West Indies, is navigable for several leagues up; but this is all we know of it, See **CUMBERLAND**.

St. AUGUSTINE River, on the coast of Labrador, and N. side of the Gulf of St. Lawrence, lies in 8 leagues from the N. W. end of Meccatina or Canat Island near the coast. It is not far from the Straits of Belleisle; at the N. Point of Newfoundland, and opposite to the Bay of St. John's in that island. From hence about 2 miles to the S. W. runs a chain of small islands, called St. Augustine's Chain, the outermost of which is a remarkable round and smooth rock. The harbour has in it two islands: it is in lat. 51 deg. 10 min. N. and long. 58 deg. 50 min. W.

St. AUGUSTINE Island, in the Gulf of Venice, is a small island with a haven or road. It is probably the same as **AGOSTA**, which see.

St. AUGUSTINE'S Bay, in Madagascar Island, on the W. side of it, is very commodious. It is near the S. entrance of the Mozambique Channel, or passage between the E. coast of Africa and the W. coast of the island. It is of great width; but, in tempestuous weather, a great rolling sea makes the passage dangerous frequently for ships, notwithstanding the breadth it occupies, from its rapidity. This bay abounds with fish, so as to load a boat in an hour or two; there is also plenty of beef, mutton, goats, and fowls, but has no greens except purslane.

To make the bay, your course from the Cape of Good Hope is N. E. and when you are in lat. 24 deg. 20 min. S. run directly E. for the bay; and when you have made the land, go away N. or N. by

E. with the shore, till you see a point with a high sandy hill on it, like the Table Hill at the Cape, and some trees by the hill. From this point N. by E. 13 leagues lie an island and shoal in the mouth of the Bay of St. Augustine, to which you may go boldly into 4 fathoms, but no nearer; but you must not anchor near them, as the ground is full of coral rocks, and will cut the cables and hold the anchors as fast as a rock of marble. You must, therefore, from hence lead in E. into the channel, and go up till you come to two hills which open like the entrance into Dartmouth, on the S. coast of Devonshire, being very steep and lofty, and another high land which appears like Westminster Hall; you have there soft oozy ground from 12 to 22 fathoms close to the shore, which is called the road of St. Augustine. It is at least 5 leagues without the islands, and just under the tropic.

St. AUGUSTINE, on the E. coast of the Peninsula of E. Florida, in N. America, is about 30 leagues S. of the River Alatomaha, and 80 leagues from the mouth of the Gulf of Florida, or channel of Bahama. It has a good harbour, and is well defended, in lat. 30 deg. 8 min. N. and long. 81 deg. 35 min. W. high water at half past 7 at spring tides, or on full and change days.

Cape St. AUGUSTINE, on the coast of Brazil on the E. side of S. America, is in lat. 8 deg. 48 min. S. and long. 35 deg. 5 min. W.

Cape St. AUGUSTINE, Mindanao Islands in the Eastern Ocean, in lat. 6 deg. 40 min. N. and long. 126 deg. 20 min. E.

AVIELES is about 4 leagues to the southward from Cape de Pinas, on the N. coast of Spain, facing the Bay of Biscay. It is a good tide haven, into which ships may enter at half flood; and there is also a good road before it in 6 or 7 fathoms. To sail into the haven, keep close to a little chapel on the E. land (for the W. land is flat), and anchor a little way within two rocks on the E. side, within the haven's mouth. The town lies farther up. From the W. side runs a reef, and inward along the haven towards the town, so that it is very shoal on both sides.

Two great rocks lie in the bight without the haven on the W. side, right before the small church in the Sand Bay, which you may sail round, though it is not very clean. There is good anchoring ground

ground without them in 7 or 8 fathoms over against the little church which stands against the high land. It is 3 leagues from hence W. to Luarca or Luacera.

AVIS Island, a small island amongst the Virgin Islands in lat. 18 deg. 30 min. N. and long. 63 deg. 40 min. W.

AULE's, is a sea port of Attica in ancient Greece, opposite to Eubæa or Negropont Island at the N. W. end.

AVOITAI, or PAROWROAH Harbour is 2 miles E. of Taloo Harbour on the N. side of the Island of Eimeo, in the S. Pacific Ocean. It is in lat. 17 deg. 30 min. S. and long. 150 deg. W. It is much larger within than that of Taloo; but the entrance or opening in the reef of rocks, is much narrower, and lies also to leeward of the harbour, which are circumstances that give the preference to Taloo.

AVON River, usually called the lower Avon, joins the River Frome at Bristol, and both fall into King Road below the city. There are many inland rivers of this name in England.

AURA River. See ABO-FLOT.

AURANCHES or AVRANCHES, on the coast of Normandy, and on the English Channel, is 26 miles E. of St. Malo, and a port town in lat. 48 deg. 40 min. N. and long. 1 deg. 20 min. W.

AURAY, or AUVRAY in France, a port town in Brittany, 8 miles W. of Vannes, in lat. 47 deg. 40 min. N. and long. 2 deg. 25 min. W. It is situated in a deep bay in the N. part of Quiberon Bay. Where the rivers from Auray and Vannes join, there are several rocks, all which must be left on the starboard side to go to Aura. See QUIBERON.

AURE Island, or PULO AURE, is 20 miles E. N. E. from the Island Tingay on the eastern coast of Siam, in the East Indies. It is very high land, and is known by two small islands almost close to it, one on the N. point, and another on the E. You have 18 to 20 fathoms from hence to Pefang Island, to N. W. half W. 10 miles.

AURENGBAD Island or City, on the western Coast of the Peninsula of India, is said to be 140 miles S. E. of Surat, and in lat. 19 deg. 15 min. N. and long. 75 deg. 30 min. E. but we know nothing more of it.

AUROYOKI River, in the Gulf of Bothnia, up the Baltic Sea, on the E. coast belongs to Sweden, is nearly opposite to the Island of Aland, where it forms a

good bay. The town of Abo stands at the mouth of it, in lat. 60 deg. 50 min. N. and long. 21 deg. 28 min. E.

AURORA Island, one of the New Hebrides, is about 12 leagues long and 5 broad. The middle of it is in 15 deg. 8 min. S. lat. and long. 168 deg. 12 min. E. It has a small bay on its N. W. side; but it is 80 fathoms deep, half a mile from shore, over a fine dark sand, yet probably may have much less depth and secure riding nearer shore. There is plenty of fresh water and fuel near. The other islands lie in those seas. See HEBRIDES.

AUSIPORE, or ARSEPAR, on the N. W. Coast of Bengal Bay, is between Manchepatam and Cape Palmiras, but little known or visited. You must keep an offing of at least three miles, in 12 or 13 fathoms for about 20 leagues from Manchepatam to N. E. by E. till the land trends more northerly; and then 2 leagues off, in 20 and 21 fathoms. Ausipore is on this latter coast, which trends nearly N. E. by N. See MASSAPQRE.

St. AUSTIN River, on the Coast of Labrador, or New Britain, in North America, falls into the Straits of Belleisle on the N. coast, and there forms a good bay.

AUSTIN's Bay and Town, on the S. side of the Island of Barbadoes, round the S. E. point of the island, called South Point. There are some rocks on the W. side of the town near the coast.

AUTE, a port of the Coast of Florida, probably near Apalachen, on the western coast of that part of it called East Florida, within the Bay of Mexico; but whether it is now known by any other name, we have not been able to ascertain.

AUTHIE River, is a small River of Picardy, on the N. W. Coast of France, which falls into the English Channel between the Canche and Sommé Rivers.

AUVRAY, or AURAY, in Quiberon Bay, France. See AURAY.

AWATSKA Bay, a harbour of Kamtschatka, on the eastern coast of Asia, which is very spacious and extensive, and the only one in that part of the world which can admit large vessels. It has 3 harbours in it; those of Peter and Paul, or PETROPAULOWSKI and RAKOWEENNA on the E. side, and of TAREINSKA on the S. W. side, which see. The entrance into it is N. N. W. and it has a look-out house and a flag-staff on the North

North Head; is in lat. 52 deg. 51 min. N. and long. 158 deg. 48 min. E. The mouth is 4 miles long, and then opens into a circular bay of 25 miles circumference.

AXIM, on the Coast of Guinea, 5 leagues E. by S. from Cape Apollonia, and W. by N. 10 leagues from Cape Three Points. See APOLLONIA. It belongs to the Dutch.

AXMOUTH, in Devonshire, between Lyme and Sidmouth, has a large bay, which was formerly a good shelter for ships.

AYA Point, the most southerly part of the Crimea in the Black Sea, said to be in lat. 44 deg. 3 min. N. and long. 37 deg. E. but we have no good accounts of this sea.

AYAMONTE, at the mouth of the River Guadiana. See AIMONTE.

AYLMOUTH, on the Coast of Northumberland. See ALNE River.

AYMOUTH, or EYEMOUTH, is a small port town of the shire of Berwick, on the E. Coast of Scotland, between Berwick and St. Abb's Head. It might be made a good port by piers and heads.

AYNAM or HAINAN Island, a large island of the Eastern Ocean, N. E. from Cambodia, and to the E. of Cochín China, and S. of China. It lies before the large Bay of Tonquin on its W. and S. W. from Canton in China. It is 300 miles in circuit, between 18 deg. and 20 deg. of N. lat. and between 107 deg. and 110 deg. of E. long. and has gold and silver mines, and a pearl fishery. See HAINAN.

AYOBA. See ANTEM.

AYR, a port town of Scotland, to the S. W. from Edinburgh, in lat. 55 deg. 30 min. N. and long. 4 deg. 39 min. W. See AIR.

This port is appointed by an Act of Parliament of 1795, to raise 33 men for the use of his Majesty's Navy, as the quota of 20,000 seamen to be raised in the ports of Great Britain.

AYRE Point. See AIR.

AYRE's Creek, in Nonsuch Harbour, in the Island of Antigua, being N. W. from Fry Head, or the most easterly point of the island. See NONSUCH.

AZAMOR, is a small port town of Morocco, on the Coast of Africa, in lat. 32 deg. 50 min. N. and long. 7 deg. 0 min. W. It is about 18 leagues W. S. W. from Anafee, has a point lying out to the E. side; and in sailing along the

coast from the northward, lies about or behind that point on the strand, but stands high. A little past it is a river, and there are some towers on the low land. Five leagues W. from it is the town of Mafagam.

AZAREDO, on the Coast of Brazil, is a noted place for loading sugar, and has good anchorage before the town. It is within the bay of Spirito Sancto Bay, and 7 leagues N. from the River Guaropary; being in lat. about 20 deg. 20 min. S. and long. 40 deg. 10 min. W.

AZEM River falls into the Bay of Bengal, near the angle at the N. E. extremity, from the N. but we know nothing of its port or navigation.

Cape AZINARIAS, or ASINARIA, on the N. W. of Sardinia Island, in the Mediterranean. See ASINARIA Island.

AZORES Islands, usually called the Western Islands, are 9 in number, lying between 36 deg. and 40 deg. of N. lat. and from 25 deg. to 33 deg. of W. long. They may be discovered at a great distance, on account of the Pico or Peak of the Azores, so called from its very high mountain. Their names are as follows; under which they will be considered distinctly from each other; as Tercera, St. Michael, Fayal, Gratiôsa, St. George, Pico, Corvo, Flores, and St. Maloes. Though situated in a mild and temperate air, they are subject to very dreadful earthquakes; and much damage is frequently done by the mountainous waves, which often dash upon them, in that extensive ocean. They produce abundance of corn, wine, and fruits of various kinds, with cattle and fowl; and fish is procured in tolerable plenty. They were called Azores, from the great number of hawks and falcons, which were found amongst them by the Portuguese, who first discovered, and still possess them. All noxious animals die in a few hours, after they are brought to these islands.

AZUA, a small town in the island of St. Domingo or Hispaniola, in the West Indies. It is on the S. side, and in that part of the island which belongs to the Spaniards, in the bottom of a very deep bay. Many lesser bays are included within its limits, both on the E. and W. sides of it, as well as a small bay on its S. W. before the town. Cape Beata, above 20 leagues S. W. is its limit on the W. as Point Salinas is to S. S. E. about 10 or 12 leagues distant.

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BAALSTED is situated in about lat. 56 deg. 30 min. N. and long. 13 deg. E. on the the Coast of Gothland, in a bay wherein are several small ports and rivers, the S. W. point of which bay is the great Koll.

BAB or **BABELMANDEL** Island, is a small island at the entrance into the Red Sea from the Indian Ocean, and gives name to the Straits so called; in lat. 12 deg. 10 min. N. long. 44 deg. 30 min. E. See **BABELMANDEL** Straits.

BABABERA, **BAHABARA**, or **BAHABORA** Cape, is a promontory or headland N. E. of Mytilene Island, in the Archipelago 3 leagues, and on the continent of Asia. It is commonly called Barba or Barbador Cape, about 20 leagues S. by W. from Cape Janiferi, the eastern point of the entrance of the Dardanelles; and in lat. 39 deg. 30 min. N. long. 26 deg. 25 min. E. It is frequently called Cape St. Mary's, and is the first land of Asia which a ship makes in sailing N. to the Dardanelles. It is a high point, but smooth and flat upon the summit, and shews like an island when it is first seen, bearing S. E. by E. 4 or 5 leagues. Under this point is a good road. Ships from the N. often sail through between it and Mytilene Island; which to those knowing the coast, is easy, with a wind at N. N. E. or E. N. E. the shore being bold, and the anchorage everywhere good, in 25 to 30 fathoms within gun-shot of the main. See **BOBABORA**.

BABELMANDEL Straits, should properly be entered only from the month of March to about the third week of April; for the winds blow fresh up the Gulf at S. S. E. in that season, and change soon after to N. W. and N. N. W. out of it till towards the latter end of August, when they again change. Off the Point of Babelmandel is a view of the island so called, the hills on both sides are called the Babbs. The island makes two passages through the straits, the narrowest about two miles broad, being on the Arabian or Eastern Shore; to enter it, run up with Babelmandel Point till it is open, and then stand boldly in, only giving the island side a small birth, on ac-

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count of uneven ground, though the usual depth is from 8 to 14 fathoms, with a bottom of coral rock. Having passed the strait about a mile, steer N. W. half W. for 6 leagues, within 4 miles of the shore, in from 10 to 12 fathoms, and after that N. W. by W. 8 leagues, in from 20 to 4 fathoms. This brings you fair up with the shoal, which lies to the S. of Mocha Road. See **MOCHA**.---In the great strait, about 7 leagues broad, betwixt the island and the Ethiopian or Western Shore, there is 40 or 50 fathoms, with a strong current, when it sets out; the other is therefore preferable. It is high water at full and change at 12 o'clock, when the current runs two miles and an half in an hour. See **BAB** or **BABELMANDEL** Island.---The currents are very strong without the narrow strait, and set hard into the bays and gulfs on the shore. When you come within 5 leagues of Babelmandel, and in 5 leagues offing from the Arabian Coast, your depth will increase 4 or 5 fathoms at a cast, which serves to point out your situation.

BAB's NOSE, on the Coast of Devon, and in the English Channel, is a little to the N. of the N. E. limit of Torbay, and well known as a point of the land projecting to the E.

BACAIN, in lat. 19 deg. 32 min. N. and long. 71 deg. 55 min. E. is on the Coast of Malabar, and N. W. from Bombay.

BACALEO, **BACALIEU**, or **BACCOLLOM** Island, on the E. Coast of Newfoundland, is about 9 leagues from Cape St. Francis, and 8 leagues to N. by E. from Portugal Cove, being 2 leagues long and half a league broad. The S. W. end of it bears with Green Bay E. by N. and W. by S. distant a league and a half. This island is about a league from the main, with a fair channel between for any ships. It is also about 4 and a half or 5 leagues E. by S. from the Break, towards the N. or N. W. end, and is in lat. 48 deg. 24 min. N. and long. 52 deg. 34 min. W.

BACCAIM. See **BASSAIM**.

BACCEM, or **BACCAIM**. is a port town

town in Cambaya, on the E. coast of the Bay of Bengal, which belongs to the Portuguese, and is in lat. 19 deg. 20 min. N. and long. 72 deg. 10 min. E.

BACCOLAN Island, is on the E. Coast of Newfoundland, and is situated in lat. 48 deg. 24 min. N. and long. 52 deg. 34 min. E. See **BACALEO**.

BACHIAN Island is one of the Molucca or Clove Islands of Asia, belonging to the Dutch, about 12 leagues in compass, having a burning mountain. It is situated nearly under the Equinoctial, being only 25 min. S. and in long. 125 deg. 5 min. E.

BACHU, on the N. shore of the Caspian Sea, and 40 leagues N. from Fera-bad, is a port town of Persia, in lat. 40 deg. 5 min. N. and long. 49 deg. 10 min. E.

BACO Point, on the Island of Hispaniola or St. Domingo, in lat. 17 deg. 53 min. N. and long. 73 deg. 36 min. W. It is the same with Point d'Aba-cou, on the S. side, and near the W. end of the narrow peninsula which runs far out to the westward. Cow or Vache Island is a little distant from it at E. by N. This point is laid down in some charts about 15 min. more northerly, and near half a degree of long. farther W. it projects far out to the S. the coast on each side of it in a more northerly parallel being nearly in the direction of E. and W. for several leagues.

BAD Bay. See **BAD SHIFT** Bay.

BADA, a headland, 4 leagues N. from Mataban Head, on the S. W. Coast of Mexico, in about lat. 15 deg. 30 min. N. and long. 98 deg. 20 min. W. and about 6 leagues from Port Salines. A dangerous shoal is near it, about a league off at sea. The coast is all high land and rocks, and next the sea sandy strands in some places.

BADELONA or **BADALON**, is a town of Spain, in the Mediterranean, 10 miles E. of Barcelona. It is situated in lat. 41 deg. 12 min. N. and long. 2 deg. 20 min. E.

BADIS, is a fortress of the country of Livonia, on the S. side of the Gulf of Finland, about 7 leagues E. from Revel, situated in lat. 59 deg. 15 min. N. and long. 24 deg. 36 min. E.

BAD SHIFT Bay, in the Straits of Maghellan, is about 4 leagues N. W. by W. from Cape Quad, in lat. 53 deg. 35 min. S. and long. 74 deg. 24 min. W. It is on the North Coast, to the E. of

Puzzling Bay, and both of them in the reach, called Long Reach, and is known by a large bay opposite to it on the S. shore, called Swallow Harbour, which has a large and small island just within the entrance. This bay has also an island at the entrance, on the E. side of which a ship may enter and come to an anchor, in case of necessity; but the situation is far from eligible.

Cape BAFFA, in the Island of Cyprus, in the Mediterranean, is the S. W. point, and in lat. 34 deg. 57 min. N. and long. 32 deg. 18 min. E. About a league from the cape to the eastward, and the same distance from the main of the island, is a reef or ledge of rocks, having a passage on each side into the haven; but the passage on the E. side is the fairest. If you keep near the main to avoid this ledge, you may anchor in 6 or 8 fathoms before it; as it is a good harbour in most winds. The winds here, like the sea and land breezes of other parts, blow off shore in the morning, are lulled by the meridian sun, and blow in shore towards evening, but again become calm before morning; as these seldom vary, it is easy to make a proper advantage of them. It is 11 leagues S. E. by E. from hence to Cape de Gat, the S. cape of the island, and 4 leagues N. W. to Cape Pisaní, the W. cape of the island.

BAFFIN'S Bay, is a Gulf of North America, which had its name from an Englishman so called, who discovered it in 1616, and extends nearly N. and N. W. from Cape Farewel, in West Greenland, in a large sense, as far as Whale Sound, passing through the part of it called Davis's Straits, and extending from the parallels of 60 deg. to 80 deg. of N. lat. In a more proper and confined description, it comprehends from 70 deg. to 80 deg. being bounded by the Arctic Continent, or lands about the North Pole on the N. by Greenland on the E. by the ocean and several islands which lie between this gulf and Hudson's Bay on the S. and by a part of North America on the W. It contains many sounds, inlets, and bays, and its islands form several straits or passages into it. Sometimes it has been called Bylot's Bay. For more particulars, see **BAFFIN'S**, **CUMBERLAND'S**, and **DAVIS'S** Straits, and **CUMBERLAND** and **JAMES'S** Islands.

BAFFIN'S Strait, is the passage between James's Island and the easternmost of the Cumberland Islands, from the gulf of the

the ocean into Baffin's Bay. This and Davis's Strait on the E. of James's Island, and Cumberland Strait on the S. W. between the Cumberland Islands, demonstrate that the proper boundary of Baffin's Bay does not reach S. to Cape Farewel.

BAFWEN Lake, in that part of Sweden called Sudermanland, is extensive, and contains near 100 islands.

BAG Point, on the N. Coast of Devon, is a noted promontory among seamen. It is situated at the N. W. point of the entrance into Barnstaple Bay, in lat. 51 deg. 10 min. N. and long. 4 deg. 32 min. W. It is high water at 5 h. 20 m. at full and change, near an hour and a half before it is full sea at Bristol; sometimes it is called Boggy Point.

Cape BAGATHUSA, on the S. E. Coast of Arabia, is 15 leagues E. from Shahr, and nothing between them of any service to a seaman. There is anchorage under the lee of this cape, in good ground; but if a S. wind blows, ships must be gone. A league from shore there is from 9 to 20 fathoms, and then 50, 60, or 100; and after no ground with 200 fathoms. But the sea rages on all this coast so much from April to July, that no ship can live in it. See **MACULLA BAY**.

BAGNARA, is a port town of Naples in Italy, 8 miles S. of Palma, in lat. 38 deg. 15 min. N. long. 16 deg. 8 min. E. It is not far from the northern entrance of the Straits of Messina.

Cape BAGNOL is the S. E. point of the Bay of Port Vendre, on the Coast of Catalonia in the Mediterranean. See **Port VENDRE**.

BAGORES River, in the large bay or gulf between Cape Frio and Cape St. Thomas on the Coast of Brazil, in South America.

BAGUENAU Rock or Island, is on the Coast of France, within the Bank, called the Four Bank, which is nearly E. from Belleisle, in the passage to the River Loire. See **LOIRE** River.

BAHABARA Cape. See **BABABERA**.

BAHAMAS Islands, form the E. side of the Gulf of Florida, on the Coast of North America. They are too numerous for us to treat of their navigation particularly, having channels between most of them, though of little importance. Those which are most material, are treated of under their respective names. They are in a temperate climate, are very fruitful, and have a healthy air; but they want water, and

being in a tempestuous sea, full of currents, amongst innumerable rocks and shoals, cannot be approached by great ships. They are between lat. 22 deg. and 27 deg. N. and from long. 73 deg. to 81 deg. W. The gulf is often called the Channel of Bahama.

BAHAMA Banks.---The Grand Bahama Bank, which is a sand of 120 leagues long and 45 broad at the S. E. end, beginning in lat. 21 deg. N. and extending to lat. 27 deg. N. is perhaps the largest sand-bank in the world, extending from the N. side of Hispaniola or St. Domingo Island to the N. end of the Bahama Straits. The Little Bank of Bahama is at the N. W. end of these, in which the island so called is situated. Between the Little Bank and the Great Bank of Bahama, is a channel of 8 or 10 leagues broad. Providence and Alabaster Islands, or Eleuthera, are in this bank; and Guanahani or Cat's Island, with several others, are E. of the Great Bank, and separated from it by Exuma Sound.

BAHAMA Island, the chief of those so called, is about 20 leagues from the Coast of Florida, and 10 W. from the Island of Lucayo, being about 28 leagues long and 3 broad. See **LUCAYO**.

BAHAMA Strait. This is now more usually known by the name, Gulf of Florida, as lying between the Coast of Florida on the W. and Bahama Island on the E. It is 45 leagues long from S. to N. and 16 broad from E. to W. See **FLORIDA** Gulf. The currents here, especially near the shore, set very rapidly to the N. from the Gulf of Mexico, though in mid-channel they are less sensible. Though the winds generally blow fair to go S. through the Strait, yet few ships go that way; for if the wind blows fresh also against the current, the sea becomes too heavy, and if the wind is slight, ships will be driven back quite out of the strait, nor will any anchors resist the force of the current.

The Old Straits of Bahama, between the N. E. Coast of Cuba Island and the Grand Bahama Bank, the fair way of which strait is here about 8 leagues broad, are straitened on the Cuba side, or larboard, by some rocks and small islands. From the southernmost point of the shoal or bank, it trends away to N. W. and is all the way edged with rocks on the S. W. and W. side, and it is lined with islands on the N. E. side, as far as lat. 23 deg. 4 min.

4 min. N. from whence it turns due N. and soon becomes the E. side of the entrance into what is now called, the Strait of Bahama or Gulf of Florida, as far as lat. 25 deg. 40 min. N. for more than 40 leagues.

BAHAREN or **BAHEREN** Island, in the Persian Gulf, had once the most considerable pearl fishery in the world near it, but is now wholly disused. It is in lat. 26 deg. 10 min. N. and long. 49 deg. 5 min. E.

BAHIA BAXA. See **BAXA** Bahia.

BAHIA Formosa. See **FORMOSA** Bahia.

BAHIA Hermosa. See **HERMOSA** Bahia.

BAHUS. See **WINGO.** It is a town of Sweden, and the capital of a government of the same name, situated on a rock, in an island 10 miles to the N. of Gottenburg, in lat. 57 deg. 52 min. N. and long. 11 deg. 42 min. E.

BAJA or **BALÆ**, a town of Italy, on the sea-coast, 4 leagues W. from Naples, in lat. 41 deg. 6 min. N. and long. 14 deg. 45 min. E. formerly of very great estimation, but of little importance at present. But it has a castle, and anchorage within it towards the W. corner of the bay.

BAJADOR or **BAGADORE** Cape, on the Coast of Africa, is 120 leagues S. from Cape Geer, being in lat. 26 deg. 12 min. N. and long. 14 deg. 27 min. W. But along the coast it is near 145 leagues between the two capes. On this barren and desolate shore no person ever attempts to land. It is W. and S. S. W. from Point Sahi, and from hence to Cape Ollequedo is S. W. 56 leagues, having several good capes and bays between, though of little importance.

BAJOLE Cape, the most northerly cape of Minorca Island in the Mediterranean is 10 leagues N. N. E. from the most northerly cape of the Island of Majorca. See **MAJORCA** and **MINORCA.**

BAKER'S Dozen Islands are near the E. side of Hudson's Bay, about lat. 57 deg. 30 min. N. and long. 81 deg. W. to the W. of an opening, which goes to the E. and N. E. as far as the S. E. end of Hudson's Straits. It is high water here about 11 on full and change days. They are the southernmost of several clusters of small islands, in the direction of N. and S. called the North Sleepers, the South Sleepers, &c. and parallel to the E. Coast of Hudson's Bay.

BAKU, is a town of Persia in the

province of Schirvas, and has the most commodious haven of the Caspian Sea. The entrance is, in some places, difficult and dangerous, on account of many shoals and islands; and the fortress, which is on the W. coast, 100 leagues to the S. of Astracan, is surrounded by high brick walls. It is in lat. 40 deg. 2 min. N. and long. 49 deg. 15 min. E.

BALABEA Island, near the N. W. end of New Caledonia, is in lat. 20 deg. 7 min. S. and long. 164 deg. 22 min. E. Reefs and shoals are seen to extend a long way to the N. W. from it; but a chart of Capt. Surville's of 1769 represents an open sea between the shoals off the N. W. end of New Caledonia and New Holland, from whence probably their utmost limits were seen.

BALABOLA, or **BOLABOLA** Island, one of the Society Islands.---See **BOLABOLA.**

BALADE Harbour.---It is on the N. W. Coast of New Caledonia Island in the South Pacific Ocean; and is formed by a reef which runs parallel to the coast at the distance of 3 leagues, and is near the western extremity of the island. The reef breaks off the violence of the sea, and occasions smooth water between it and the coast of the island, in which reef is a gap or opening about a mile wide, through which ships may pass safely into smooth water. Keep in mid-channel in the narrowest part, as there is a good depth of water. A small inlet, surrounded with reefs and shoals, is within the reef, near which ships may anchor, with a good bottom. To the E. of this harbour are several watering places, yet none of them are very near it; but water may be readily had from any of them. The district opposite to it is known by this name; and from hence it was likewise called. It is high water here about 6 o'clock, at full and change; and is in lat. 20 deg. 15 min. S. long. 164 deg. 40 min. E.

BALAMBANGAN Island in the Indian Seas, is in lat. 7 deg. 19 min. S. and long. 117 deg. 7 min. E.

BALAMBUAN, or **PADAMBUAN**, is a strong trading town on the E. Coast of the Island of Java, in the East Indies, and in lat. 7 deg. 10 min. S. and long. 115 deg. E.

BALAMBUAN Channel, is at the E. end of Java Island, and separates it from Bali or little Java. It is often called **BALI** Straits, which see.

BALASORE, **BALISORE**, or **BALLASORE**

SORE on the Coast of Coromandel, in the Bay of Bengal, is in lat. 21 deg. 20 min. N. and long. 86 deg. 1 min. E. The road has good anchorage on the W. coast of the northern part of the great gulf of the Indian Ocean, or Bay of Bengal, off the mouth of the River Gongahar; which river passes by the town, and falls into the bay opposite the road. The town is at some distance up this river, in lat. 21 deg. 30 min. N. and long. 85 deg. 20 min. E. The India ships usually touch at this road, to take pilots for the river Ganges up to Bengal.--From Cape Palmiras, off which is a reef or sand, which makes it advisable to keep 2 leagues from shore in going round it, so as not to have less than 10 or 11 fathoms, haul away N. W. by N. for two miles, and then a little way N. to the tail of a bank having 9 or 10 fathoms, and sand for two or three cables length, after which is 13 or 14 fathoms in clay, and 17 or 18 fathoms sand and small stones. Then bear to N. W. or a little more westerly; but if the flood draws to the E. of N. a ship will miss the road. After sailing 2 or 3 miles N. N. W. a shoal will be seen by the sea's breaking on it; keep in 12 or 14 fathoms to avoid it. The distance from Cape Palmiras to the River of Balasore is about 13 or 14 leagues N. N. W. observe the tides particularly, for the flood sets strong into the bay, and a N. by W. course will suffice; but a point or two more W. is necessary to counteract the force of the ebb, to make Balasore Road, which is 3 or 4 leagues from the mouth of the river, and only 5 fathoms. The river has a bar, and does not admit large ships, with but 3 fathoms on the outside, and only 4 above a league off, the shore being very flat. The best mark for anchoring in this road is to have the tamarind trees on the starboard side of the second reach in the river at N. N. W. or the W. point of the river, called Point Bankal, at N. The tide flows 12 or 13 feet perpendicular, and is high water on full and change days about 10, or somewhat sooner in the offing. The first quarter flood from this road sets strong to the N. the half flood to N. E. and the first of the last quarter to E. N. E.; and ebbs just the contrary. See Cape PALMIRAS and PIPLEY. The town is about 4 miles from the sea by land, but 20 by water.

BALD Head, on the E. coast of New-

foundland, is the southernmost of two heads, only a mile from each other which form a small fishing bay for boats, between Fermowes Harbour on the S. S. W. and Fort Agua on the N. N. E. a league distant. But there is no landing in this small bay in a storm, even in the greatest necessity, as the boats would be staved in pieces against the rocks.

BALD Head, on the N. W. Coast of America, is on the W. Coast of Norton Sound. When the S. point of this sound bears S. 26 deg. W. at half a league from shore, in something less than 5 fathoms, and Cape Denbigh S. 72 deg. E. 26 miles, and the island under the E. shore on the S. by E. of Cape Denbigh at S. 52 deg. E. 15 leagues, this head bears N. 60 deg. E.

BALD Mountain, in the gulf of St. Lawrence, is a noted promontory and mark on the main, about 30 leagues W. from the nearest or N. W. Point of Anticosti Island.

BALDIVIA or **VALDIVIA** Bay, on the Coast of Chili in South America, on the South Pacific Ocean, has a very narrow entrance, but is spacious within. It is consequently well secured from winds by Point Galera and its opposite point of land; and it has good anchorage for shipping. It is situated to the N. of Point Galera, and is the only bay between that and Bonifacio, which is remarkable for its high land just on the N. of the bay. The port town, so called, is on the N. E. side of the bay, in lat. 40 deg. 5 min. S. long. 80 deg. 5 min. W. It is 100 miles N. E. from the Island of Chiloe, and has been esteemed the key of the South Seas. Approaching it from the S. Galera Point to the S. by W. from Point Bonifacio 7 leagues, is first seen; off which a reef of sand and rocks shoot about a league to N. N. W. which must be doubled as if it were a cape. Then steer away E. into the bay with an E. N. E. course, till Point Gonzales, on which is a battery, is seen to the E. See GONZALES, CORRAL, PERES. Though the rivers of Baldivia and Guyaquil are the largest on this coast, they cannot carry a ship of burden 6 leagues within land. To leave the port, especially to the N. stand out to sea for 7 or 8, or even 10 or 12 leagues, to keep clear of the dangers of a lee shore, and to counteract the effects of westerly winds which blow in this ocean frequently, and often violently.

BALEARES

BALEARES Islands, the ancient names for the Islands of Majorca and Minorca, and some other small ones in the Mediterranean.

BALEME Port, is two leagues from Louisbourg, on the coast of the Island of Cape Breton in North America, of difficult access on account of some rocks which are covered when the sea runs high. Ships of 300 tons burden or under may lie here in safety.

BALI or **BALLY** Island, on the E. side of the strait so called, is in lat. 7 deg. 10 min. S. and long. 115 deg. 30 min. E.

BALI or **BALLY** Straits, in the Indian Seas, are in 114 deg. 25 min. of E. long. and the N. entrance in 7 deg. 54 min. S. as the S. entrance is in 8 deg. 39 min. S. lat. They are sometimes called **BALAMBUEAN** Channel, which see. Through this strait the European East India merchant ships sometimes return from China. The winds indeed blow strongly northward every 24 hours, and render the passage somewhat difficult, but it has otherwise a safe navigation, though not more than a mile wide in some places. Sometimes it is also called Java Strait.

To pass it from the S. or S. W. make the S. E. Point of Java Island, which runs out into lat. 8 deg. 39 min. S. and opens this strait; from thence it goes in W. to the E. Point of Balambuean Bay, and turns there to N. by W. to the shore of Bali Island, from which it crosses back to the E. shore of Java Island. From 20 to 36 fathoms is found in crossing, though only from 10 to 5 and 3 and a half at the mouth of the narrow channel, which goes through N. and S. but the fair way in the outlet is N. E. and then E. to avoid the foul Island of Snaaz off Java, under the lee of the Balambuean Hills, a range of high mountains, parallel with the strait for 7 or 8 leagues on the Java side.---To the E. end of the Madura Islands, and to Horneo Island, the course is N. by E. from the straits; to the Celebes, it is N. E. and to the Moluccas, or Spice Islands, it is due E.

BALINE Head and Cove are between Cape Broyle and the Bay of Bulls on the Coast of Newfoundland. The cove is a small place, behind a rock called the Whale's Back, and a stage for fishing with two or three boats, but no more.

BALIZE Pass, is one of the three mouths of the Mississippi River, and that which is most used by ships, which is

guarded by a fort at the entrance. The mud of the river forms a bar three quarters of a league broad, over which the channel varies so much, that even pilots are obliged to sound it daily. The land is very flat and low, and ships must come into 4 fathoms, at 2 leagues only from land, to perceive it.

Cape BALLARD, on the E. Coast of Newfoundland, is 4 leagues N. N. E. from Cape Race, in lat. 46 deg. 49 min. N. and long. 52 deg. 40 min. W. and only 4 miles short of Freshwater Bay.

BALLAS Haven, on the N. W. Coast of Ireland, is probably the same as Ballishannon in Donegal Bay.

BALLASORE. See **BALASORE**.

BALLAST Hook, between Suma and Akitaki, or little Commenda, on the W. Coast of Africa, which has some trade. It is high water here between 7 and 8 o'clock at spring tides.

BALLEHALLERT Rock, in the passage into Strangford Lake on the E. Coast of Ireland. See **STRANGFORD**.

BALLENDEN Point, is a projecting point in the bottom of Donegal Bay on the N. W. Coast of Ireland. It is N. W. by W. from the Haven of Sligo, Rala Point, which is between them, bearing from it at S. E. but there are some dangerous funken rocks and islands between the two points, that render it necessary to keep a good offing. This point is S. W. by S. half S. 8 miles from Enismurry Island.

BALLENESS Islands, are 4 small islands on the S. of Troy Island, off the N. W. Point of Ireland, called Beg, Doway, Bofin and Maghere Walley. Sail through at pleasure to the S. of Troy Island, and within the rocks betwixt it and Balleness, where is a good road and safe anchorage from a southerly or easterly wind.

BALLENTAY Port, is about 2 leagues and a half E. from Skerries Island, or Port Rusch, and upon the main, on the N. coast of Ireland; but it is a bad road for ships, the ground being very foul and sharp. It is also S. a little W. from Rathlin Island, and Dummer's Rocks.

BALLIELLA, or **BATTIELA** Point, the S. E. point of Galloway Bay, on the W. Coast of Ireland, is 11 leagues N. E. by E. from Loup's Head; but the Iniskerry Islands lie between, to clear which, sail a point and a half more westerly either way.

BALLINGSKELLINGS, or **BALLY-NASKELIG's** Bay, near the S. W. part of the Coast of Ireland, and about 2 leagues W. of Kenmare, Kilmore, or Kilmore

Kilmore Bay, in lat. 51 deg. 42 min. N. and long. 9 deg. 20 min. W. It is high water here at spring tides at 3 hours 15 minutes. Rinduff Point is its eastern boundary, and its western is another point almost opposite, at about 6 miles distant. The bay extends inland to N. E. about 8 miles, where it receives the River Inny. Most parts of this bay have good anchorage, but especially the middle and towards the E. shore. There is a rocky island, called Horse Island, on the opposite side; keep at some distance from it. The town is on the W. side, a little to the N. of Horse Island.

BALLISHANNON Haven, which is 3 leagues E. from Enismurry in Donegal Bay, on the N. W. coast of Ireland, and about 2 leagues S. S. E. from St. John's Point, the N. W. limit of Donegal Haven, and 2 leagues S. S. W. from Donegal. It is a good harbour, in lat. 54 deg. 25 min. N. long. 8 deg. 25 min. W. having good anchorage, and is well sheltered from winds. The great lake Lough Erne comes into this bay, and after land floods a strong and favourable wind is necessary to counteract the rapidity of the streams from the lake. Here is one of the finest salmon-leaps in the world.

BALL's Pyramid, is only a rock in the great southern Pacific Ocean, in lat. 31 deg. 30 min. S. and long. 159 deg. 8 min. E.

BALLYCOTTON Bay, on the S. E. coast of Ireland, is to the N. E. round the point or E. end of the island so called, and to the W. of the entrance into Youghall Bay and Harbour, of which Ring Point is the intermediate limit. See **BELLE COTTON Island**.

BALLYDONAGAN Bay, is on the star-board side of the entrance into Kenmare or Kilmore Bay, on the S. W. coast of Ireland, having Cod's Head Point for the N. E. limit, and Garnish Point for the S. W. It has a free and open entrance, with a good depth of water and anchorage.

BALLEYLLA Point. See **BALLIELLA**.

BALLY Haven, is within the entrance of Strangford Haven, on the E. coast of Ireland, beyond Port Ferry on the E. side. There is a sunken rock just before the road; bring the saddle of two hills which are on the W. shore opposite, and then go boldly in, but not into less than 4 fathoms, as the ground is every where foul and stony, in which depth anchor with the best bower and moor to the shore with the small bower.

BALLYKAIA Island, in lat. 46 deg. 38 min. N. and long. 56 deg. 18 min. E. is on the N. W. side of the Sea of Azoph, and near the northern extremity of it.

BALLYLASS Bay, is a small harbour on the N. W. coast of Ireland, towards the western point, having Dunfine Head for its eastern limit, and being directly W. from Sligo Bay, and E. from Broad Haven.

BALLYLEIGH Head, or **Kerry Head**, is the S. point of the entrance of Shannon River. Round the point to E. S. E. is the bay so called, which runs circularly down to Tralee, in the S. E. angle of a deep bay, off which is a small island. The lower part of the bay, from S. E. to S. W. is called Tralee Bay. See **TRALEE**.

BALLYMACHUS Point, is the W. point of the entrance into Oyfter Haven, without the E. point of the entrance into Kinsale Harbour, on the S. E. coast of Ireland.

BALLYNSKELIGS Bay. See **BALLINGSKELLINGS**.

BALLYSERAY Cape, is a little to the N. E. of Ballykaia Island, in the Azoph Sea; it is situated in lat. 46 deg. 50 min. N. and long. 56 deg. 48 min. E. on a peninsula which is formed from the N. N. E. and formed like a leg and a foot. It is also called Kossa Bielo Sierai Kaya.

BALLYSHANNON. See **BALLISHANNON**.

BALLYTEIGH Bay, round the E. point of the entrance into Bannock or Bannow Bay, near the S. E. extremity of the Irish coast, and W. of Carnfore Point. The entrance is difficult and narrow at the W. part, but spacious within, and has two large branches, one to the N. E. and the other to the N. W. At the S. E. end is a small island, called Inch Island.

BALLYWATER, is the mouth of the entrance into Carrickfergus Bay, on the N. E. coast of Ireland, and the opening of Belfast River, the bar of which is 15 leagues below that town. Some of the pilot books seem to give this name to the sea southward along the E. coast of the peninsula, of which Strangford Lough or Lake is the W. side.

Cabo BALNIA, Balnea, or Whale Cape, is a small white cliff about 6 leagues from Cape Passado, nearly under the Equator, on the coast of Peru in South America. See **PASSADO**.

BALRINE is nearly in the middle between Rabadeus Haven, which lies about 14 leagues

4 leagues W. S. W. from Cape Pinas, at the bottom of an open bay, and Cape Brilo 6 leagues to N. W. by W. from that haven, which forms the western point of the bay. Nearer to Rabadeus is a small tide haven, both sides of which are high land, by which it is known from that.

BALSAM Bay, on the W. side of Old Cape François, is on the N. side of the Island of Hispaniola or St. Domingo, in the West Indies. It is in lat. 19 deg. 42 min. N. and long. 69 deg. 35 min. W. and is divided into two parts by a projecting point in the middle at the bottom of the bay; the eastern part of the westernmost bay is full of rocks and shoals, but on the E. side of Point du Macouri, the western limit, has shelter from the W. and S. The division on the E. side is clear, and is bounded by Point de la Roche, about 5 miles W. from the Old Cape. Baume Bay appears to be the bay here described. See BAUME.

BALSEY Cliff. See BAWDSEY.

BALTIC Sea, or East Sea, may be considered as a gulf or large bay, which is formed by the several coasts of Denmark, Germany, Prussia, Courland, Russia, and Sweden, that surround it. The Island of Aland is the boundary on the N. which separates it from the Gulf of Bothnia, as the Gulf of Finland, which goes E. to St. Petersburg, terminates between Aland Island and Dagho Island. This makes it about 200 leagues long from S. W. to N. E. and near 50 leagues in the broadest part, but in one place not more than 25. The islands Aland, Dagho, Oesel, Gothland, Oeland, Bornholm, Mona, Rugen, Falster, Laland, and many others of inferior note, are contained in this gulf. Perhaps Zealand and Funen Islands may be considered as belonging to it, since their southern coasts are washed by this sea. Several large gulfs are also formed by the irregular coasts of this gulf, as Riga, Dantzick, and Lubeck, with many smaller ones. The various bays and harbours are innumerable, and many considerable rivers fall into it, as the Oder, Vistula, Dwina, and Niemen, besides many lesser ones. All these bodies of fresh water occasion its being fresher than other seas, which are discharged by a constant current into the Cattegatte Sea, and from thence into the German Ocean, through the Sound between Sweden and Denmark, and the channels called the Belts, between Jut-

land on the W. and the two islands of Funen and Zealand. This current is sometimes counteracted by a continued N. W. wind, which drives large volumes of water into it from the German Ocean, and occasions a considerable rise in the harbours; but there are no tides in it, nor any changes in the depth of water, except from this cause. For three or four months in winter it is usually frozen up.

BALTIMORE Bay, near the extremity of the S. coast of Ireland, lies between two headlands, and runs a considerable way into the land towards the N. E. The town from which it is named stands on the S. point of the eastern headland, in lat. 51 deg. 15 min. N. and long. 9 deg. 10 min. W. and has a good harbour. The bay extends from Baltimore Point on the E. to Mizen Head on the W. which are eight leagues asunder. It has several coves or harbours besides that of Baltimore, and contains many small islands. The island of Cape Clear, with the rocks about it, called the Calves, are about five miles off the E. point of this bay. The point is five leagues S. W. from Ros.

BALTIMORE Harbour, within the E. point of Baltimore Bay, off which point on the S. E. is a ledge of rocks about a cable's length, which are dry at low water, is very spacious, with clean ground, deep water, and secure from all winds. The entrance into it round the point is narrow, but safe, having the island called Enisherkin or Inisherkin on the larboard; but there is a sunken rock in the mouth of the haven which is nearest to the E. side, and another in the middle within the haven that is dry at low water. Another rock is a little to the E. without the haven, but about six or seven ships' length from the fair way of the channel. The usual road for ships, when they are in, is on the W. side, near an old friary, in 5 or 6 fathoms, and 6 or 7 in mid channel. There is a castle on the point to the N. of this friary, near which is good riding in 5 or 6 fathoms. On the W. side of the harbour it is what seamen call a black point, and on the E. side is a watch-house on a very bluff point. In going in, it is best to keep the W. shore on board to avoid the rocks, and either to anchor against the castle, or on the E. side against the old abbey, about a mile and a half or two miles up. A ship that draws 12 or 14 feet water, to get good ground, when in the mouth



mouth of the harbour, should run away E. near the point, and anchor before the town; but a ship of war, or other vessel of great burthen, must run in no farther than to bring the friary or old abbey on the W. side to bear W. where is five fathoms. Above the governor's house, or to the E. above the town of Baltimore, there is often only two fathoms. Observe that from the rock in the middle of the harbour, which is dry at low water, are three others to the westward, at half a cable's length only from one another. In the night come no nearer the coast of Ireland than 40 fathoms. It is high water here at spring tides at half past seven.

BALTIMORE, is a town of Maryland, up the Chesapeake Bay, above 50 leagues from Cape Charles, the N. E. point of its entrance to N. by W. keeping up in mid channel nearly into lat. 39 deg. 20 min. N. from whence it is nearly W. N. W. up a branch from the main river. A creek, over which are two bridges, divides it into the two branches of the town and Fell's Point; at the latter of which there is water enough for ships of burthen, but small vessels only can go up to the town. It is 45 miles N. E. from Annapolis. It is in lat. 39 deg. 50 min. N. and long. 76 deg. 35 min. W.

BALUCLAVO, or Jambol, is a sea-port town of Crimea on the Black Sea, and has a very fine harbour, which is perhaps the only one on this sea that is capable of admitting and accommodating a large fleet.

BALUMA Point. See **ARCASTE**. This is on the W. coast of Africa, to the S. E. from Cape Roxo, off which is the Island Galmes, between which is a strong rippling from the meeting of the currents, but sufficient depth of water. The E. side of the Cuja Islands lies to the N. by E. where ships come to an anchor to wait till high water, to run through between the point and the island; this is done to clear the Shoal Pedraira, which lies N. E. and S. W. when the Island of Arcaste is at N. E. Keep in four and three fathoms, at which depth the ground is uneven; and with the latter ebb run S. E. from Baluma to Bisegos. It is in about 12 deg. of N. lat. See **BISEGOS**.

BALUS Head, is the N. W. point of the entrance into Ballinskellings Bay, on the S. W. coast of Ireland. See **BALLINSKELLINGS**.

BAMBOROUGH, is a small haven on the coast of Northumberland, which lies

to the N. of Coquet Island; to the N. of these are Fern Island and the Staples. See **COQUET** and **FERN** Islands.

BAMBOROUGH Castle, is situated on a promontory, and was once very strong, but now is remarkable for the reception and relief of shipwrecked mariners, in consequence of a bequest of Nathaniel Crew, bishop of Durham. It is but two miles from Fern Island, and between them is a good channel, having from 7 to 10 fathoms, and very good anchorage off the castle in Scate Road in E. or N. E. winds, but open to the S. E.

The signals which are used at the castle, in consequence of this very humane institution, are in substance as follows. As it claims the imitation of all others on the different coasts of this kingdom, and may perhaps challenge the whole world for a parallel, we think ourselves called upon to lend our aid in making it more generally known. 1. A 9-pounder gun is placed at the bottom of the tower, and fired as a signal of a ship or vessel seen in distress; **ONCE**, when stranded or wrecked upon the islands or adjacent rocks; **TWICE**, when behind, or to the N. of the castle; **THRICE**, when to the S. of the castle. They are notices to the custom-house officers, the tenants and servants, to hasten to their assistance, and to prevent plunder. 2. In great storms, two men on horseback patrol the coast from sun-rise to sun-set; one of whom, in any accident, is to remain with the ship, and the other to return and alarm the castle. A premium is given for the first notice, proportioned to the distance; and from midnight to three in the morning, the premium is doubled. 3. A large flag is hoisted on the Fern Island or Staples, as a signal that the distress is discovered on shore, and that relief will be sent as soon as possible; but in bad weather the flag is kept up, a morning and evening gun fired, and a rocket thrown up every night from the N. turret, till that relief can arrive. By these signals also, the Holy Island fishermen can put off for the other islands, when no boat from the main can pass the breakers; and premiums are also given to the first boats which put off for the islands to assist ships in distress, which are always to contain provisions and liquors. 4. In thick fogs, a bell is rung out on the S. turret, as a signal to the fishing-boats; and a large swivel on the E. turret fired every 15 minutes, as a signal to ships without the islands. 5. To direct pilots,

pilots, a large weather-cock is placed on the top of the flag-staff; and a large speaking-trumpet used when ships are in distress near the shore, or run aground.

6. On the E. turret is an observatory or watch-tower, from whence to look out at day-break every morning through the winter, to see if any ships want assistance; and all commanders of ships or vessels are desired to make the usual signals of distress.

To these we should add an account of the assistance, stores, and provisions, for seamen, ships or vessels that are wrecked or driven ashore in the neighbourhood, as,

1. Rooms and beds for shipwrecked seamen for a week, or, if circumstances render necessary, a longer time, with all other necessities. 2. Cellars for depositing liquors for 12 months, so as to be claimed by the proper owners, that may at any time be recovered from shipwrecked vessels. 3. Storehouses for other goods wrecked, cables, rigging, and iron; and a book for entering an account of them, with the marks and descriptions, and date of their entry. 4. Four pair of screws, for raising stranded ships to repair them; and timber, blocks, tackles or tackles, handspikes, cables, ropes, pumps, and iron, are ready for the use of shipwrecked vessels. But if any of these things are taken away, they are to be paid for at prime cost. 5. A pair of chains, with rings and swivels, for raising ships of 1000 tons burthen, sunk on rocks or in deep water, which are lent *gratis* to persons wanting them within 40 or 50 miles along the coast, on security given to return them to the trustees. 6. Two mooring chains, of different lengths, which can be joined if necessary, are provided. 7. Any dead bodies cast on shore, are put in coffins *gratis*, and all their funeral expences paid.

BAN Island, is the most southerly of the Ladrones, to the N. of New Guinea, in lat. 11 deg. N. and long. of the E. end, 142 deg. E. Between it and Bato Island, on the N. is a rocky island. See BANN.

BANBOM, in the East Indies, is in lat. 14 deg. 55 min. N. and long. 108 deg. 25 min. E.

BANCA Island, in the East Indies, is of considerable extent; its S. end is in lat. 3 deg. 15 min. S. and long. 107 deg. 5 min. E. and the N. W. end in lat. 1 deg. 50 min. S. and long. 105 deg. 25 min. E. It is situate on the E. side of

Sumatra, betwixt which and the island is the strait so called from this island, in the direction of N. W. by N. and S. E. by S. nearly.

BANCA Strait, has a safe navigation through it, except near the northern entrance, where a shoal lies off, and another just within it; both which make it necessary for a ship to sound in that situation. The entrance from the northward may be considered as coming into the pestilential climate, so fatal at Batavia in the Island of Java; and fires between decks tend much to prevent the putrid fevers, fluxes, teazing coughs, violent pains of the head, and sensations of suffocating heat, which prevail in it. As they may be deemed contagious, all possible care should be taken to keep the sick separated.

To avoid Frederic Hendric shoal, in the midway between the Banca and Sumatra shore, a S. by E. course is necessary till Monopin Hill bears E. and Batacarang Point on the Sumatra shore S. W. in 13 and 14 fathoms; after which steer E. S. E. in mid channel, to avoid the banks of Palambam River, and that off the W. Point of Banca. Abreast of this river are shoalings from 14 to 7 fathoms, which deepen to 15 and 16 fathoms after passing it. The FOURTH and THIRD Points of Sumatra are 10 leagues distant, with soundings from 11 to 13 fathoms, next that shore, on a course E. S. E. Over the third point the high land of Queda Banca appears at E. S. E. The tide runs 12 hours to S. E. and as many to N. W. at the rate of 3 knots; and when Monopin Hill bears N. half W. and the third Point of Sumatra S. E. by E. between two and three leagues, there is anchorage in 13 fathoms, and a stiff clay. From the THIRD point to the SECOND point is 11 or 12 leagues, at S. E. by S. the last bearing E. N. E. and W. S. W. with Queda Banca, the strait being about five leagues over, and 24 fathoms in mid channel. On the N. side of the FIRST Point of Sumatra, half a league from shore, is 14 fathoms; and having worked round it, come to anchor, Lusipara Island bearing S. E. by S. six leagues. Between the shoals of this island on its N. and Sumatra are 9 or 10 fathoms towards the island, and five or six on the Sumatra side; and in general, in passing this strait, there are from 10 to 13 fathoms, free from rocks or shoals, at two or three miles from shore. Never omit

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sounding

sounding in passing through it. From the S. E. end of Banca Island to Bantam Road is 60 leagues to S. S. W.

BANCALIS Bay, on the N. E. coast of Sumatra, in the Indian Ocean, in lat. 1 deg. 15 min. N. and long. 100 deg. 7 min. E. being 43 leagues W. of Malacca. It is in Brower Strait, which is a branch of the Strait of Malacca; is large, affords good anchorage, and its navigation as far as Bancalis, at the S. head or extremity, is safe. It is about the middle of the coast.

BANCOTE, now called Fort Victoria, is on the Malabar coast of India, and contiguous to Rajapore. It has a good harbour, and a great trade for salt, &c. from Bombay, whither it makes returns in cattle. See **RAJAPORE**.

BANDA Island, which lies to the E. of Celebes or Macassar, to the S. of Ceram, and S. E. from Amboyna, is the chief of the Banda or Spice Islands, in lat. 4 deg. 50 min. S. and long. 128 deg. 5 min. E. Under the name of the Nutmeg Islands, or Bandas, are included Lantor, Gonapi, Poleron, Pooloway, and Rosingin; on which islands only the nutmeg, which is covered with mace, is found to grow. Banda is 25 leagues S. E. from Amboyna.

BANDELVELLO, or **OLD PORT**, is a good harbour at the mouth of the River Doara, on the E. coast of Africa, in the Indian Ocean. It is about 27 leagues N. of Magadoria or Magadoxo on the same coast.

BANDER Abassi. See **GOMERON**.

BANDERAS Bay, is a large bay of the Pacific Ocean, on the W. coast of Mexico in North America. It runs inland between two peninsulas or points of land, the N. point being called Tintoque, and the S. Cape Corientes. The entrance is free and open, and it is sufficiently spacious for a fleet of ships to anchor.

BANDER Congo, is a port town of Asia, on the E. side of the Persian gulf, and 33 leagues W. from Bander Abassi, being in lat. 27 deg. 5 min. N. long. 55 deg. 3 min. E. It is also 27 leagues W. from Gombron.

BAND Haven is a little to the S. W. of Port Rusch in Skerries Island, on the N. of Ireland, and 3 leagues S. E. by E. from the N. E. point of the entrance into Lough Foyl, or the passage to Londonderry. This haven has not above 8 feet water, with a very furious current upon the ebb; hence it is at least three quarters flood before any vessel can go up the river.

The flood tide here comes from the W. and sets through to the S. E. and S. between Ireland and Scotland.

BANDOL, in the Mediterranean, is nearly W. about 5 leagues from Toulon, but to the N. W. from Cape Sicié. It has a fort, and there is anchorage near the E. part of a small island which lies off the W. point of the bay that is here formed by the coast. To the N. E. of this island is a rock, in the middle of the entrance into the bottom of the bay; but on the E. side it is clear.

BANDON River, is that which forms the harbour of Kinsale, on the S. coast of Ireland, its entrance being nearly N. from the projecting point of land, called the Old Head of Kinsale. At the mouth, which is not above half a mile wide, due E. and W. there is 16 or 17 fathoms in the fair way, and it is deeper both without and within. See **KINSALE** and **OLD HEAD**.

BANDORA, is the capital of Salfet Island, and divided from Bombay Island, on the Malabar coast of India, by a narrow channel, being in lat. 19 deg. 5 min. N. and long. 72 deg. 30 min. E.

BANFF, in the kingdom of Scotland, is on the S. of the Moray or Murray Frith, and on the River Deveron, or Doverne, facing the E. It has a small harbour, with a pier, which is defended by a battery. It lies W. of Kinnaird's Head, between it and the River Spey, in which direction the coast runs into the frith for betwixt 20 and 30 leagues. The lat. is 57 deg. 35 min. N. and long. 2 deg. 15 min. W.

BANGER, in the Island of Belleisle, near the coast of France, is one of its principal places, as Palais is the other. See **BELLEISLE** and **PALAIS**.

BANGO, on the E. coast of Africa, off which, and for a long way on this coast, is a long shoal, of variable breadth, being here about two leagues. See **CAPE CORIENTES**.

BANGOR Bay, in the Irish Sea, is between the N. coast of Caernarvonshire in Wales and part of the E. coast of the Island of Anglesea. The N. E. entrance of the strait is between that coast and the island, which is difficult for ships of any burthen, except when it is near high water, on account of a shoal called the Lavan Sands. The town stands at the head of this bay, in lat. 53 deg. 20 min. N. long. 4 deg. 10 min. W.

BANGOR, on the S. side of Carrickfergus

fergus Bay, near the N. E. part of the Coast of Ireland, has a small bay of its own, which is capable of holding 20 or 30 small vessels, and has a small pier. The town lies in about a league from the S. E. point of the entrance, in lat. 54 deg. 40 min. N. and long. 5 deg. 42 min. W.

BANGUAY, is one of the islands of the Indian Ocean, in lat. 7 deg. 12 min. N. and long. 117 deg. 35 min. E.

BANGUEY Peak, in Malacca, is in lat. 7 deg. 18 min. N. and long. 117 deg. 17 min. E.

Padro dos BANHAS, N. of Madagascar, and near the S. W. from the Islands del Almirante, in about 5 deg. 39 min. S. lat. and 50 deg. 40 min. E. long. A sand or bank runs off from the island, which is small, in a serpentine form, for near 70 leagues towards the S. W. by W.

Padro dos BANHOS, a small island, surrounded by a sand bank, to the E. of the last island and bank, as far as long. 70 deg. 20 min. E. and in lat. 6 deg. 50 min. S.

BANIAC Island, is a small deserted island on the W. coast of Sumatra in the East Indies, in about 1 deg. 40 min. N. lat. and about 96 deg. 50 min. E. long.

BANISTER's Bay, on the S. W. side of the Island of Jamaica, in lat. 18 deg. 25 min. N. and long. 78 deg. W. The coast to the N. which is nearly in that direction, is rocky; but off the S. point there appears to be a channel. It is sheltered from the land winds by some lofty hills, and these rocks serve to break off the sea.

BANISTER's Key or Rock, in the bay of Samana, in the Island of Hispaniola, on the N. E. end; when it bears W. N. W. a mile, anchor in 14 fathoms, three quarters of a mile from shore. See SAMANA.

BANJAR River, in the Island of Borneo, in the Indian Ocean, to the E. of Sumatra, falls into the sea on the S. part of the island, into a deep bay formed by Cape Salaten on the S. E. and another point 50 leagues to W. N. W. The coast runs nearly N. more than 20 leagues from the S. E. point to the mouth of this river, forming several smaller bays and headlands; from which, on the other hand, it runs W. and S. W. and forms on that side some considerable inlets. At its mouth is one of those floating islands or towns, which are necessary in the rivers of this island, as the sea coasts are over-

flowed half the year from the continued rains. On this floating town the English East India Company have a factory. See Cape SALATEN. It is 175 leagues E. by S. and E. S. E. from Point Paliman, at the E. end of Sunda Strait.

BANKS's Island, is about five leagues W. of the coast of the northern branch of New Zealand Islands, and in the fair way for Queen Charlotte's Sound, in coasting from the N. It is about 24 leagues in compass, and can be seen at sea for 12 or 15 leagues; and its S. point, which bears S. 21 deg. W. from the highest peak on the snowy mountain, is in lat. 43 deg. 32 min. S. and long. 173 deg. 30 min. E. In these seas, when this point bore N. 6 deg. 30 min. W. 28 leagues off, the variation was 15 deg. 30 min. E. See GORE's Bay.

BANKSAL Point. See BALASORE. This point is known by an English sett of warehouses, which are built on it, and by the tomb of a Dutchman, who was there interred.

BANN Haven, on the N. of Ireland, after the river of its name has passed through Down county, and a part of Armagh, and called the Upper Bann, into the great Lake Neagh, or Lough Neagh. Part of this also is navigable, and communicates with a canal from Newry into Carlingford Bay on the E. coast, and runs on to the haven in the bottom of a large bay. From the lake downwards to the N. by W. is called the Lower Bann; on which, about 5 miles from its mouth, is the port town of Coleraine, in lat. 55 deg. 10 min. N. and long. 7 deg. 22 min. W. See BAN.

Race of BANNE, is off a point of land to the W. N. W. from Point Querqueville, the western limit of the Road of Cherburgh, on the Coast of France, in lat. 49 deg. 43 min. N. and long. 1 deg. 43 min. W.

BANNOE, BANNOL or BANNOW Bay, on the S. E. coast of Ireland, is round the W. point of Ballyteigh Bay. It is nearly N. N. E. from Slade Point, the eastern limit of the entrance into Waterford Haven. The entrance is narrow, but it is spacious within. The town so called is on the E. side, and in the county of Wexford. In this bay is good anchorage for small vessels, and it is well secured from winds.

BANTAM, in the Island of Java, in the East Indies, and on the N. W. coast, is a considerable port town, in lat. 6 deg.

20 min. S. and long. 105 deg. 24 min. E. It is divided into two towns, which are separated by a river. For sailing through the Strait of Sunda, see **SUNDA**, and keep nearest the Java side till Point Palimban, 6 leagues S. E. by S. from the head-land of Sumatra, which bounds the strait, is in sight. In going about, give the cape a good birth, and then bear away E. S. E. till the Island Panjang or Poujang is seen, a low flat island, about 10 leagues S. E. by E. from the S. E. end of Sumatra. This lies in the entrance to the bay, at N. by W. from the Port of Bantam; but come no nearer to it than 5 or 6 fathoms. Look out for the main, when a round hill at S. S. W. behind the port within the country, will direct right into the road in that direction, till the Islands Hemas are seen; and within these, which are five, the town will be in sight. If the hill is seen at S. get into the track of S. S. W. Anchor any where in the road, in from four to 16 fathoms, and a good oozy bottom. The tides rise usually 5 fathoms.

BANTRY Bay, in the S. W. part of Ireland, extends inland towards the N. E. more than 10 leagues, and is from 8 to 3 miles wide. It receives some rivers, and contains some islands. Point Mintrovally, or Sheep's Head Point, is the E. boundary of the entrance, and the Black Bull Point the opposite one. Beer-Haven Island, nearly in mid channel, is about 3 leagues within, having a narrow channel on each side; that on the E. is widest, and is safe. The town of Beer Haven stands on the W. shore of the Bay, opposite to the W. end of the island. What is usually called Bantry Bay is within this island, the Port Town, so called, being on the E. shore, opposite Whiddy Island, and very near the N. E. extremity, in lat. 51 deg. 36 min. N. and long. 9 deg. 25 min. W. To sail for Bantry Harbour, keep the E. shore aboard, to avoid some rocks lying off the entrance.

BANY River, is on the S. W. coast of Africa. To approach it from the sea, be very cautious of the shoals and sands which lie athwart the mouth, and to avoid them run eastward to the River Andony nearly, and then keep in six fathoms by the shore, running along into 4 fathoms nearly, and passing the Rough Point Cape. Round the point come to anchor in 10 or 12 fathoms, secure from easterly and southerly winds. The Dead

Island is in this river. The coast runs here E. and W. from Cape Fermosa.

BAQUA, or **BASSELORE**, is 18 leagues S. E. by S. along the coast from Annamore, on the coast of Malabar, in India. There is good anchoring at a league from shore, without the rocks, in seven fathoms and a half, and good ground. Here is a creek or harbour, but not for great ships, which seldom put in here by choice; off the N. point of which runs out a dangerous reef of rocks, that must not be approached. The fort here, belonging to the English, is called Moor's Fort; Manquillore being the next settlement to S. E. by E. from thence.

BARA, is one of the Hebrides Islands. See **BARRA**.

BARABALEMO River, on the coast of Africa, is six leagues E. from the River St. Barbara, to the E. from Cape Fermosa. It is known by two stakes on its E. side, like masts of ships. At the distance of two or three leagues from shore, ships pass along in eight fathoms; and though ships boats sometimes go into the rivers hereabouts for trade, it is very hazardous as well as difficult, on account of the cannibal negroes.

BARABULLO Sand, at the bottom of Bengal Bay, along which a ship may fall in five fathoms water; but if the wind becomes slack, or night comes on before the flood be spent, haul up E. or E. by S. for half a gale, into six or six and a half fathoms water, soft oaze, and there anchor to wait for the next day's flood, for there is no sailing by night in great ships, even with the most experienced pilots. If a ship cannot get so far as to be abreast of the head of the Barabullo, weigh anchor with the first of the flood, before the ship winds to the tide, and steer N. E. by E. and N. E. till the N. end of the Segar bears E. by N. or that the Barabullo Tree on the W. shore, which appears like an open umbrella, bears N. W. From thence steer N. and N. by W. leaving the breakers of the Barabullo on the W. side, at least three quarters of a mile; which course will bring a ship to the mouth of the Kedgare River. It is within the River of Hugly.

BARACOA, at the N. E. end of the Island of Cuba in the West Indies, is a good harbour for small vessels, but not for large ships. It is about 17 leagues N. E. of St. Jago de Cuba, in lat. 21 deg. 5 min. N. and long. 76 deg. 10 min. W. and about W. by N. from Cape Maze, the easternmost point. **BARA-**

BARADERES Bay, is on the N. Coast of the peninsula, at the W. end of the Island of St. Domingo, or Hispaniola. It is a small bay, almost land-locked, having a small island near the bottom in the S. E. corner, and has anchorage. It is in lat. 18 deg. 42 min. N. and long. 73 deg. 37 min. W.

BARANCO de MALAMBO, is a port town of St. Martha on the Coast of Terra Firma, and on the River Grande, having a good harbour. It is 10 leagues S. of its mouth, and 25 N. E. from Carthagena; and in lat. 11 deg. 40 min. N. and long. 75 deg. 30 min. W.

BARANCA River, or St. Jago, which belongs to Mexico in North America, directs its course to the W. coast, and falls into the Pacific Ocean, about 10 leagues W. by N. from Xatisco Bay.

Cape BARATO, on the Coast of Italy, on the N. side of the Peninsula of Piombin, and about S. S. E. from Leghorn. It has a small bay on its S. W. before which is anchorage.

BARAVEL Island, one of the Ladrone Islands, in lat. 12 deg. 25 min. N. and long. 142 deg. 30 min. E.

St. BARB Island, on the Coast of Brazil. See **St. BARBARA Island**.

BARBA Cape. See **BARABERA**.

BARBACE Point, is the E. point of St. Pedro's Channel, at the S. end of the island on which the city of Cadiz is situated. The island of Pedro forms the limit on the W. See **PEDRO**. From the S. W. point of Cadiz Island it is about a league, and scarce two miles from the Island of St. Pedro.

BARBACOS River, on the Coast of America, in the Pacific Ocean, has the Island of Gallo nearly W. of it at a league distance from the shore, and falls into it under a low flat point. Barbacos Point is 10 leagues from the River Tellember, in lat. 2 deg. 45 min. N. and long. 78 deg. 55 min. W. All this coast is low land, abounding with rivers, the floods from which in the rainy seasons occasion several dangerous shoals in the sea. See **GALLO Island**.

BARBADOES Island, in the West Indies, is 25 miles from S. to N. and 15 from E. to W. where broadest, but scarce affords an harbour. It is situated between lat. 13 deg. 5 min. and 13 deg. 22 min. and a half N. and long. 59 deg. 41 min. to 59 deg. 57 min. W. Bridge Town in Carlisle Bay is the best, on the S. W.

part of the island, open to the W. and secure from the N. E. wind, which is there the constant trade wind, except from the latter end of June to August, which is the hurricane season, when the winds blow from every quarter. All ships which cannot then get out to sea are certainly wrecked. On the E. the coast is defended by rocks and shoals, and on the W. by breastworks, &c. As they have no mountains, they have consequently no land-winds in the night, as in Jamaica. The town has a commodious wharf and quays. This island lies S. by E. from the Bermudas. St. Vincent's is W. from it 23 leagues; and Tobago S. by W. 33 leagues. There are good bays and roads for anchorage in every part of the island, but not one haven or harbour.

BARBADOR. See **BABABERA**.

BARBANOLA Cape, is the S. point of Smyrna Gulf, on the coast of Asia, at the E. end of the Mediterranean, and is 9 leagues S. by W. from Porto Gero. In passing from Scio to Smyrna, the course is E. N. E. between this cape and the small Island of Spalmentori.

Bay of St. BARBARA, on the S. W. coast of Terra del Fuego, the most southerly land of South America, where at two leagues S. by E. from Cape Noir are two rocky islets; but no land is seen at E. N. E. from the cape, where is probably the channel of St. Barbara, which opens into the Straits of Maghellan. Cape Desolation is to the S. E. the entrance is open, and it will admit a large fleet of ships.

Channel of St. BARBARA, is on the S. shore of the Straits of Maghellan, between Bay de Choiseul and Cascade Bay. See **Bay of St. BARBARA**, with which it is supposed to communicate, its entrance on that side being opposite to James's Island. It has been thought an object of importance to explore this supposed channel, from the Strait, as, if found good, affording a quick and safe passage into the South Pacific Ocean.

St. BARBARA Island, the southernmost of two islands bearing N. and S. on the E. side of the Canal Grande, or principal channel, from Cape Frio on the Coast of Brazil to the Bay of All Saints. It has two very good roads, one on the S. W. and another on the opposite side or N. E.

St. BARBARA River, on the Coast of Africa,

Africa, is to the E. from Cape Fermosa, and 6 leagues W. from Barabalemo. See **BARABALEMO**.

BARBARATA Islands are three leagues W. from the River Turiano. From a salt pond here the whole coast is furnished, where is also a good haven, and a road for ships to ride in, while they are taking in their cargoes. The Bay of Tristo lies W. S. W. from them, on the Spanish main; and these islands are between it and Venezuela, nearly W. from the latter.

BARBARY Point, the western point of the entrance into the River of Senegal on the Coast of Africa, in lat. 15 deg. 38 min. N. and long. 15 deg. 30 min. W. See **SENEGAL**.

Cape BARBAS, in lat. 22 deg. 15 min. N. and long. 16 deg. 40 min. W. on the Coast of Africa, is W. from Cypriano River, and 26 leagues N. from Cape Blanco. To the E. of the Cape are some clifly islands along the coast; and for 10 leagues to the S. the coast is very foul.

Islands St. BARBE are off the mouth of Green Bay, and to the E. of Cape d'Den, or the S. point of White Bay in the Machigonis River. This is on the E. Coast of Newfoundland, and to the N. of Cape Bonavista. See **GREEN BAY** and **MACHIGONIS**.

BARBER Sand lies within the line of the sands which form Yarmouth Roads, and parallel with the northern part of them and of the coast, beginning off the town of Castor. There is a good channel within it along the shore in 5, 6, or 7 fathoms, till you go out N. at Winterton Nefs. See **CASTOR** and **WINTERTON**.

BARBERAIN Island is off the Coast of Ceylon Island in the East Indies, about 15 leagues S. of Columbo on the western side. From hence the coast begins to trend to S. E. towards the S. end of the Island. It seems to be in lat. 6 deg. 25 min. N. and long. 80 deg. E.

Cape BARBERNOLA, or **BLANC**, on the Coast of Asia, is in lat. 38 deg. 9 min. N. and long. 26 deg. 27 min. E.

BARBICER River, **BERBIEZOS**, or **BERBICES**, is on the Coast of Surinam, and N. E. by E. from the E. point of the entrance into the Gulf of the Demerary and Isequibo Rivers, distance 22 leagues. The coast is all the way good, and all the way good anchorage, with regular soundings from 7 fathoms to the very

wash of the shore, which is plain and clear.

BARBOTES Rocks, on the Coast of France, are two which appear every tide. When Millsave Point, the S. point of Plempoul Harbour is on with Plowze Mill, and the little house on Porchie Point open and shut with Quay's Point, is their exact situation. They are about half a league N. N. W. from the Calmardiers.

BARBOULT Point is just within the S. W. Point of the Bay of Cancale to the E. of St. Maloes on the Coast of France. The Island des Lards is off this nearly, and E. from the Point called the Grouin of Cancale.

BARBUDA Island, in the West Indies, is one of the Caribbee Islands, 15 leagues N. from Antigua, and 18 N. E. from St. Christopher's, or St. Kitt's. It is only 6 or 7 leagues long and broad, its N. point being in lat. 17 deg. 50 min. N. and long. 61 deg. 50 min. W. Its coasts are full of rocks, and there is but little water on the island.

BARCA, a small Port on the Coast of Peru, about 11 deg. 20 min. S. where ships may anchor, but can get nothing; and as this part affords many better places near it, with anchorage, it is of little importance.

BARCELONA Harbour, on the E. Coast of Spain, is spacious, deep, and secure, and defended on one side by a large mole having a light-house with a small fort and garrison at the extremity. On the other side the Fort of Montjoui covers the harbour, and another fort on a rocky mountain also flanks the entrance. But small vessels only can enter within the mole. The city is in lat. 41 deg. 26 min. N. and long. 2 deg. 13 min. E. It is 9 leagues E. from Villa Nova.

BARCELONA Road, the anchoring place to the city of its name, on the E. Coast of Spain in the Mediterranean, where ships of good burden are obliged to ride, exposed to heavy seas and tempestuous weather. There is 15 to 20 fathoms E. from the light-house, but there is not more than 6 or 7 feet within a galley's length of the mole, and 10 to 12 within it.

BARCELOR, on the Coast of Malabar in the East Indies, about 43 leagues to the S. of Goa, is a port town, in lat. 15 deg. 30 min. N. and long. 74 deg. 14 min. E.

Fort BARCLAY is the W. Point of the entrance into English Harbour on the S. side of the Island of Antigua; the E. point

point has also a battery, from which it is distant only about 300 yards. See **ENGLISH Harbour**.

BARDISTAN Cape, on the Coast of Persia in the Indian Ocean, is in lat. 28 deg. 0 min. N. and long. 52 deg. 0 min. E.

BARDSEY Island, off the W. S. W. Point of the Entrance into Traethmaur Bay, on the Coast of Wales. It is also the N. limit of the great Bay of Cardigan, as Cardigan Island, nearly S. at 12 leagues distance, is the S. Point. Off its S. Point is a shoal of rocks, and foul ground on the side towards the main. It is 10 leagues N. E. by N. to Caernarvon Bar, and 12 leagues N. by W. to Holy Head in the Island of Anglesea. It is in lat. 52 deg. 58 min. N. and long. 5 deg. 5 min. W. High water at spring tides is at half past 8 o'clock; the flood tide runs to the E. along the coast.

BARDT, is a Port Town of Pomerania, on the Baltic, and 6 leagues W. from Stralsund. It belongs to Sweden, and is in lat. 54 deg. 20 min. N. and long. 13 deg. 20 min. E.

BAR Haven, on the Coast of Nova Scotia in North America, is about 3 leagues S. W. from Cape Canso. An Island off the Point called White Point, shelters this haven.

BARE Island, on the E. Coast of New Ireland, and the Northern Branch of two Islands, is near the Coast in lat. 39 deg. 57 min. S. and S. S. W. from Cape Kidnappers. See **CAPE KIDNAPPERS**.

Cape BARFLEUR, on the Coast of Normandy in France, is 6 leagues E. from Cherburgh, in lat. 49 deg. 40 min. N. long. 1 deg. 17 min. W. It is high water here at spring tides at 11. The town had formerly a considerable harbour, but this is now choaked up with sand, and the town fallen into decay. At 4 leagues from land, there are 30 fathoms water on this coast, and the flood tide sets with it to E. by N. but in the channel to E. N. E. The cape is a high point; and on the low land stands a small tower and some small houses, and more white land to the westward. It is 11 leagues N. W. by W. from Cape La Heve, and 9 leagues S. E. from Cape La Hogue. It bears with the English Coast, to the S. of W. 44 leagues from the S. Foreland, 18 leagues to the S. nearly from Dunnofe, 15 leagues to the E. of S. from Portland, and 35 leagues to the S. of E. from the coast.

BARGAZAR Point, on the Coast of Ireland, is in lat. 66 deg. 20 min. N. and but about 4 leagues S. of the Arctic Circle, and in long. 16 deg. 37 min. W.

BARI or BARRI, on the Coast of the Adriatic in the Gulf of Venice, has a harbour and a good trade, 28 leagues N. W. from Otranto. It is in lat. 41 deg. 20 min. N. and long. 17 deg. 10 min. E.

BARIEL or BARNACLE Point, is the S. E. Limit of Winthrop's Bay, on the N. E. Coast of Antigua Island, and on the W. side of the Channel into Parham Harbour. At a small distance off it, towards Maiden Island, at E. by N. is a shoal, nearly parallel with that island; but there is a channel of 2 fathoms and a half at low water on the island side of the shoal, keeping three parts over from the point towards the island, also parallel with the island. See **MAIDEN Island** and **PARHAM Harbour**.

BARKING Creek, in the River Thames, is a small inlet on the Essex side in the part called Woolwich Reach, by which small vessels pass up to the Town of Barking, or shelter themselves from storms and tempests, when a great sea runs in the river.

BARLETTA, is a small port town in the Adriatic Sea, in the kingdom of Naples, 8 leagues W. nearly from Bari, and 10 leagues S. E. from Manfredonia, in lat. 41 deg. 30 min. N. long. 16 deg. 32 min. E. Bari, on the same coast, is E. S. E.

BARLEY Cove is a small haven on the E. side of Mizen Head, on the Peninsula which separates the great Bay of Baltimore from Dunmanus Bay, on the S. Coast of Ireland.

BARLING's Island.---See **BURLING's Islands**.

BARMEA Haven, is about 4 miles S. W. by W. from Cape Machicaco, and is a fair great bay; but the eastern point is foul, and must have a good birth. Run in, therefore, along the W. side, and when within anchor any where. It is 2 leagues N. E. by N. from Placentia, and 4 from Bilboa.

BARMOUTH, is one of the small harbours of Cardigan Bay, within the Island of Bardsey, which will not admit ships of burden. But it is the only port of the county of Merioneth.

Cape BARNABAS, in the Ocean, on the N. W. Coast of America, is in lat. 57 deg. 13 min. N. It lies between Trinity Island

Island and Cape Greville, the long. of both which are there respectively given.

Island St. BARNABE, is at the mouth of a small river so called falling into the river St. Lawrence, and the farthest to the N. E. on the southern or starboard shore coming down from Quebec.

BARNACLE Point.---See BARIEL.

BARNAGAR, or BARUNGÜLL, in the River Hughly, which see.

BARNARDO Islands, which are five, are on the N. Coast of South America, and laid down in modern charts off the N. Point of the entrance into Morosquillo Bay. They are S. S. W. from the harbour of Carthagena, in the direction of the coast. To the W. of S. from them is the opening into the Gulf of Darien, which is the limit between N. and South America. These islands form a large Bay and Harbour, in lat. 9 deg. 35 min. N. and long. 77 deg. 20 min. W. The outermost island is called St. George's, where a channel goes in N. W. then stretches behind the island, and turns N. E. St. Gisbertus is the innermost island, and Goeree Island is between them. A shelf of sand lies from the off-side, that breaks off the sea, and secures the channel, which is deep and good. Having passed a rocky island called the westernmost Key, Cay, or Rock, haul in E. by S. and E. for the road of Grand Brue. Four or 5 small cays lie in the fairway to the eastward above water, and nearer the road a whole reef of small cays. In going into the road give the point a good birth, in going about it, and by no means trust to less than 7 or 8 fathoms; when a plantation, at the very bottom of the right of the land over the bay bears N. half W. and the W. point of the outer cay, which is higher than all the rest, W. half N. is the very best of the road in 7 fathoms. The River Chenu is to the W. of these islands.

BARNEVELT'S Islands, on the W. side of the land of Terra del Fuego, the southern land of South America, are two small flat islands, close to each other, to the W. of S. from Evout's Island, in lat. 55 deg. 49 min. S. and long. 66 deg. 58 min. W. They are partly surrounded by rocks, and are 24 leagues from Le Maire Straits. The variation of the compass near them and Cape Horn is less than on the rest of this coast, but unsettled; the most general statement was from 23 deg. to 25 deg. E. See Cape HORN.

BARNSTAPLE Bay, on the N. of Devon, in the Bristol Channel is the open-

ing from the Rivers Taw and Towridge, which unite just before they reach the sea, and the common bay or road to the towns of Barnstaple and Bideford, on their respective rivers. Barnstaple is 12 miles up the River Taw, in lat. 51 deg. 15 min. N. and long. 4 deg. 5 min. W. and had formerly a haven, which is become so shallow, as to be of little use except for small vessels; yet it is still an established port for landing wool, to which its name has a good affinity, from *Bar* the mouth of a river and *Staple* a mart for trade. The mouth of the river is 4 leagues E. from Hartland Point; it is high water here at 5 hours 20 minutes at spring tides, which rise 23 feet perpendicular. Without the bar is very good anchorage, in 8 or 9 fathoms, at half flood, and good ground, and a very good road within off the Town of Appledore, on the starboard side. See APPLIEDORE, and BAG Point.

This port and its dependencies are by a late Act of Parliament to procure 74 men, towards raising a body of 20,000 seamen for his Majesty's Navy.

BARNSTAPLE Bay, in the Province of Massachusetts in North America, and in that part of the country called New England. It is the S. part of the large bay commonly called Massachusetts Bay, and across an isthmus N. E. from Buzzard's Bay. But the town is on the S. side of the Peninsula, which extends from Wood's Hole on the S. W. to Cape Cod on the N. E. and is generally but about 5 or 6 miles across; and is open to the Atlantic, in about 41 deg. 36 min. of N. lat. and about 52 deg. 30 min. of W. long. S. W. of the Town is Oyster River Bay.

BARNUE Rock, is a dangerous rock at E. by S. from the ledge of rocks called Rock Dove, which are 7 leagues S. S. W. from Guernsey Island. This rock is dry at low water, but covered every tide.

BAROCHE, a port town of Asia, in the Province of Cambaya, in the East Indies, 20 leagues N. from Surat, and in lat. 22 deg. 15 min. N. long. 72 deg. 5 min. E.

BARRA, one of the western Islands of Scotland, about 5 miles in length and 1 in breadth. It is nearly S. from S. Uist, and has only a few small rocks or islets on its S. and in 56 deg. 55 min. N. lat. and 7 deg. 30 min. of W. long. It almost communicates with Benbecula at low water; and on this account they are both included sometimes under the name of Long Island. Its Coast on the W. side

is low and flat; but on the E. it is very steep and irregular.

BARRA, on the Coast of Africa, is N. of the River Gambia, from whence the coast trends S. E. to the mouth of that river.

BARRABULLO.---See **BARABULLO**.

BARRACOO, as it is called by the sailors, **BERKA**, or **BERKU**, on the W. Coast of Africa, 6 or 7 leagues W. S. W. from Acra, is known at sea by two very high mountains behind it, one of which is double at the top with a saddle; they are also full of trees. Some rocks lie off in the sea just before it, and form a kind of haven.

BARRACOEPE, on the W. Coast of Africa, is 7 leagues E. S. E. from St. Mary's, and the same distance from the River Junk in the same direction on the other hand. This coast is full of trees and Negro towns; and you may ride off it, if the S. wind does not blow, which, by bringing in heavy surges, renders it impossible. Here is every where plenty of wood and water.

BARRANCA OF HILLOCKS River, on the Coast of Peru, is 2 leagues N. from Soupa Bay. The port is to leeward of a small low point, in lat. 11 deg. S. where a ship may anchor in 6 to 7 fathoms and moor with an elbow, to guide her between both points for the land breeze. Paramonguilla head is about a league to the S. which makes at a distance like a ship under sail, and nearer like a high white rock.

BARREE Bay.---See **BAXA Terra**.

BARREN Islands, at the entrance of Cook's River, on the N. W. Coast of America. These and Cape Elizabeth form the channel into it. On spring tides, which rise between 3 and 4 fathoms; it is high water between 2 and 3 o'clock. The variation here was 25 deg. 40 min. E.

Grand BARRET Bank, at the S. and S. E. end of the Island of Oleron, on the Coast of France, forms the N. W. side of the Maumuslon Passage, as Point de Gardour on the main land forms the S. E. side. See **MAUMUSON**.

BARRIER Islands, off the River Thames, on the E. Coast of New Zealand, are so called because they shelter it from the sea. Cape COLVILLE is the N. E. point of the entrance into that river, which see. They stretch from S. E. to N. W. for 10 leagues.

BARRINGTON is within the River Swansey, which empties itself into Nar-

raganfet Bay, Rhode Island, in North America, being 6 miles above the town of Bristol.

Cape BARRINGTON is the S. E. Point of Lord Egmont's Island or New Guernsey, the largest of the Queen Charlotte's Islands. A narrow channel separates it from Cape Proby, on Lord Howe's Island, or New Jersey, the E. coast of both lying N. and S.

BARROCHES, are two great ranges of rocks close by the W. end of Alderney, Aurigny, or Ornavy, towards the Caskets.

BARRY Island, is the westernmost of two islands off Cardiff Point, on the Coast of Wales, in the county of Glamorgan. See **CARDIFF**.

BARRY's Point, a projecting land on the W. side of Little Island up Corke Harbour; for which see the article **CORKE**.

BARRYERAS Vermellias, between St. John's Island and Sypomba Island, 7 leagues N. E. from it, is a large bay, and very good anchoring, as there is within the island to the E. of the bay. But there are no European plantations here, and these bays are seemingly useless. It is on the Coast of Brazil. These places are in about 2 deg. of S. lat. and to the S. E. of the mouth of the great River Amazonas. Maranhao Gulf is to the S. E. of this bay.

Cape BARS or **BARCO**, in the Eastern Seas, is in lat. 66 deg. 30 min. N. and long. 41 deg. 45 min. E. It is on the E. side of the passage into the White Sea, and to Archangel, from the N. W. and is also the N. point of the Gulf of Mezene.

BARSEY Island. See **BARDSEY Island**.

BAR SOUND, on the Coast of Sweden, in the Baltic, is 15 leagues N. by W. from the N. end of Oeland Island, and 9 leagues from the Westerwyk Channel among a labyrinth of rocks, which are not practicable but only by pilots, which may be had at Oeland.

BARTHOLOMEW Ledge of Rocks, nearly W. from the S. W. extremity of St. Mary's Island, the largest of the Scilly Islands, and S. W. from the windmill there. Between this ledge and St. Mary's Island is a channel called St. Mary's Sound.

BARTHOLOMEW's Island, is one of the islands called Caribbees, 8 leagues N. of St. Christopher's, or St. Kitt's, in lat. 17 deg. 54 min. N. and long. 63 deg. 10 min. W. and 10 leagues N. E. of Saba Island. It is about 7 leagues in

circumference, but has no water except rain water, which is preserved in cisterns. The shores are dangerous, and an experienced pilot only can approach them; but it has an excellent harbour to shelter ships of any burthen from all winds.

BARTHOLOMEW's Island, in the Straits of Maghellan, is half a league E. N. E. from Elizabeth Island, in lat. 52 deg. 56 min. S. and long. 71 deg. 4 min. W. The course from the second narrow lies in mid-channel between them, afterwards S. W. and then more S. 2 or 3 miles from shore, to Port Famine. A spit runs N. E. from this island.

BARTHOLOMEW Cape, the S. W. point of Staten Land, at the extremity of S. America, has Middle Cape to the W. N. W. and between them a bay. It is the most southerly point of land, and has a small island to the E. of it, not far from the principal island.

BARTHOLOMEW's Island, or **WHERMOYSEN**, on or near the coast of New Guinea, is in lat. 8 deg. 13 min. S. and long. 138 deg. 35 min. E. In lat. 8 deg. 19 min. S. and long. 138 deg. 16 min. E. it bore N. 74 deg. E. 20 miles; and in lat. 8 deg. 30 min. S. and long. 137 deg. 26 min. W. it bore N. 69 deg. E. 74 miles.

BARTHOLOMEW's Island, one of the New Hebrides, in lat. 15 deg. 42 min. S. and 167 deg. 17 min. of E. long. is between Tierra del Espirito Santo Island, the largest and most western, and Mallicollo Island, and only 8 miles from the latter. See **HEBRIDES**.

BARTLEMEW Bay, on the Coast of Kent, is just without the N. Foreland, between that and Ramsgate.

St. BARTOLOMEO Island, on the Coast of New Guinea, in lat. 8 deg. 30 min. S. and long. 138 deg. 35 min. E. It is E. from Cape Walfsh, in long. 137 deg. E.

BARTON, in Lincolnshire, is a small creek port of the River Humber, to and from which the packets pass and repass daily to and from Hull, the passage being about 7 miles in an oblique direction. Its lat. is 53 deg. 42 min. N. and long. 22 min. W.

BARUCO or **BURICA Cape**, on the S. W. side of the Isthmus of Panama, in the Northern Pacific Ocean, is S. S. E. from Cano Island, and S. E. from the Gulf of Salinas, in lat. 8 deg. 20 min. N. It is the W. point of Golfo Dulce, or Freshwater Bay, from which it is dis-

tant 4 leagues. From Morro de Porcas it is 38 leagues to N. W. and N. W. by W. and from the Islands off the River Chiriqui begins a Bay, trending W. N. W. 6 leagues to this point. There is a small road on the N. side of the point, and within the bay, where is good anchorage in 6 to 8 fathom, with a small river or creek having plenty of fresh water. From this anchoring place to seaward N. W. some ridges of rocks are seen near the Point Baruco; give it a good birth, as several flats run out from it a league into the sea, either from this anchorage, or from Port Limones a little northward of the first ridge.

BARUNGULL. See **BARNAGAR**.

BAS du Lis. This is one of those dangerous rocks between the Bec du Ras and St. Matthew's Point, being 5 leagues and a half to the S. half E. and nearly in the fair way, and in a right line, but not directly in it. The **Bas du Lis** lies a little more out than the rest; though some charts lay down the Islands Geovant and Vandre, at W. by S. near half a league from the long sand which runs off from Camaret a full league, and without the line from St. Matthew's Point to the **Bas du Lis**, which represents the fair way between these islands and the sand bank.

Point de BAS, is the southern cape of a bay which runs in eastward from Quiberon Bay on the S. of Vilaine River, on the W. Coast of France. It is N. E. from Island la Four, which lies to the S. E. from the Cardinals, and between which there is a passage.

BASHEE Islands, in the Chinese Seas, are all high; but the N. one is the highest. Grafton Island is in lat. 21 deg. 4 min. N. and long. 121 deg. E.

BASILIPOTAMO River, the ancient **EURATOS**, in the Morea in European Turkey, falls into the Gulf Calochina.

BASILUZZO is one of the Lipari Islands in the Mediterranean, about 2 miles in circumference, but has no inhabitants.

BASQUE Road, on the coast of France, is S. E. from the Island of Rhe, N. E. from the Island of Oleron, N. from the Island d'Aix, and S. from the W. point of the entrance into Rochelle; and directly W. without the bay of Chatelailon. See **Pertuis d'ANTIOCHE**.

Island de BAS, on the Coast of France, in the English Channel, is in lat. 48 deg. 45 min. N. and long. 3 deg. 55 min. W. having

having high water at spring tides at 3 hours 45 minutes. It has the Morlions Rocks on the E. between which and the island is sufficient depth of water at the ebb; and it lies before St. Paul de Leon, having two spire steeples on its church. From the top of this island the ragged rock of Morlaix bears E. by S. and E. S. E. 3 or 4 miles. The town of Roscow lies within the island, round which ships may sail either on the E. or W. side.---If on the E. side, sail past the La Taurean Rock with a saddle, and come in by the land; then steer in mid-channel, in 7 or 8 fathoms, betwixt the island and main. When within the point of the island, run about it W. by N. and W. till half way within the island, and anchor in 8 or 9 fathoms, having Roscow at S. or S. by E.---If on the W. side, that channel has two rocks W. of it. A ledge, which makes the W. side of this channel, runs off from the point of the main, a little E. from the easternmost long rock; run on S. E. between that ledge and the W. point of the island, and then edge up N. E. to the middle, and anchor as before.---It is S. W. by S. 4 miles from the W. end of the island to the River Ploughgoulin. Off this island and St. Paul de Leon, 5 leagues from land, is 35 and 40 fathoms water.

Bass Island, an insulated rock on the Coast of Scotland, near the mouth of the Frith of Forth; almost shaped like a sugar loaf on the S. side, but overhanging on the other very tremendously. The castle, or antient state prison, is on the edge of the precipice. The island is about a mile in circuit, and abounds with birds and their eggs, &c. in May and June. A cavern goes through the rock from N. W. to S. E. but it is dark in the centre, where is said to be a pool of fresh water. It is N. W. about 3 leagues from St. Abb's Head; and from hence to the Guilanefs is W. by S. and W. S. W. 4 leagues, having the three small islands of Craig Leigh between them. The Island of Bas is the S. entrance into the Frith of Forth, and the Island of May, 7 miles from it at N. N. E. easterly is the N. entrance. It can only be approached on the S. W. side, and there only by one person at a time, even with the assistance of a rope or ladder; and on the top of it is a spring. The lat. is 56 deg. 3 min. N. and long. 2 deg. 35 min. W.

BASSAIM or BACCAIM, is a port town of the hither India, in the Province of Cambaya, about 13 or 14 leagues N. from Bombay. It is in lat. 19 deg. 30 min. N. and long. 72 deg. 5 min. E.

BASSAMUER Rock, on the Coast of France, and in the English Channel, is on a shoal which bears about a league N. by W. from La Clarte church, near the point so called to the S. from the Seven Islands. It appears dry, and within half a mile on each side is 30 fathoms. It is about 6 leagues W. from the Island Brehat or Briack. See GREEN Island and SEVEN Islands.

BASSAS de Chaga, or Shoals of Chaga, in the Indian Ocean, are situated in lat. 6 deg. 40 min. S. and long. 72 deg. 45 min. E.

BASSAS de Procellas, a flat or bank all along the shore of the W. side of Madagascar Island, within which ships may run almost all the way, and have good anchorage and trade in many places. It runs N. and N. by E. above 80 leagues, but has water enough on it in most places, except at the S. end for 20 leagues, where are abundance of rocks under water. It ends at Cape St. Andrew; and there is no ground at 200 fathoms on the very outer edge of the Bank. See Cape St. ANDREW's.

Cape das BASSAS, or BAXAS, on the E. Coast of Africa, from which the coast trends about N. N. E. and S. W. by S. is in lat. 4 deg. 50 min. N. and long. 49 deg. 38 min. E.

BASSAWS, or BONA Shoals, on the W. Coast of Africa, begin about W. or to the S. of W. from Sierra Leone, and run a great way out to sea, rounding and hollowing, so that ships must stand off out of sight of land to clear them. In this courie are many overfalls, and tumblings of the water, having 11 or 12 fathoms at one cast of the lead, and at the next only 5 or 6; and so on alternately. Steer S. S. W. to avoid the shoals till out of soundings, and then keep parallel with the shore till you find ground in 30 or 40 fathoms; then make land as soon as you please, and keep in 11 to 13 fathoms, which will pass all these shoals.---A sand or shoal lies between 20 and 30 leagues to W. N. W. from this coast, the N. and W. part of which has from 18 to 20 and 22 fathoms, but the S. E. is very shoal and sometimes dry at low water.

It is from 30 to 40 leagues in length from N. W. to S. E. and from 12 to 14 leagues wide. See **BONA** and **BONAS**.

BASSETERRE. There are various districts of this name in the West Indies. The S. W. part of the two parts of Guadeloupe Island, which are separated only by a small arm of the sea, called the Salt River, has this denomination. The N. W. part of Martinico Island is also distinguished by this name. It is a denomination for low land, as the name imports. The lat. is 15 deg. 59 min. and a half N. and long. 61 deg. 59 min. W.

BASSETERRE Road, in the Island of St. Christopher's, or St. Kitt's, is on the S. W. side of the island, but towards the E. end of it. The town is at the mouth of Fountain River, on the coast, on the N. W. part of the road.

BASSIAS. See **ABASSES**.

BASSIN's River, is on the Labrador coast of North America, from the S. E. angle of the shore, nearly opposite the N. point of Newfoundland, towards the W. and S. W. betwixt it and Little Saguenay River.

BASSORA, or **BOSSORA**, is a port town of Turkey in Asia, on the W. side of the Euphrates. It is governed by an Arabian Prince, and is a free port, about 15 leagues N. W. from the Gulf of Persia or Bassora; and in lat. 29 deg. 30 min. N. long. 44 deg. 58 min. E. It is situated at the very bottom of the gulf, and 210 leagues N. W. by W. from Cape Jasques.

BASSOS de India, Shoals of India, are in lat. 22 deg. 30 min. S. and long. 40 deg. 41 min. E. They are N. E. easterly from the Cape of Good Hope, and in some charts and maps are called Jews Rocks, between Madagascar Island on the E. and the coast of Africa on the W. about Sofala. See **SOFALA**.

BASSURE Sand, begins at Ambleteuse, a little southward of St. John's, on the coast of France, close to the shore. It stretches out S. W. S. W. by S. and S. W. by W. and has but 7, 6, or even 4 fathoms water on it, though there are 12, 15, and in some places 25 or 26 fathoms near it. The deepest water is on the N. side; and if a ship is on the coast of Picardy, between Blackness and the River Soame, and has 20 fathoms, it is without this sand. See **AMBLETEUSE**.

BAST Island, on the coast of Norway, is 5 leagues N. W. by N. from the Sisters Island, which lies 4 leagues at W. by N. from Acker Sound. Point Roge

is 5 leagues N. N. E. from this island. See **ACKER**.

BASTA or **BASTOW**, on the coast of Africa, is a place of trade; before which is a road with 20 to 23 fathoms, and tolerably good ground. Bring the trees about Sanwin, or (as pilots call it) Sanguin N. or N. by W. and a high hill behind Basta E. by N. and the great cliff just before the town due E. This is the very best part of the road; but the ground is foul and rocky within half a league of the shore.

BASTIA, or **BASTIDE**, in Corsica Island, in the Mediterranean; of which it is the principal town, and on the N. E. part. It has a good harbour; is defended by a strong castle, and is 40 leagues S. of Genoa. It is in lat. 42 deg. 36 min. N. and long. 9 deg. 30 min. E.

BASTIA, or **BASTIC**, is a sea-port of Albania, a district of Turkey in Europe, near the Island of Corfu. It is at the mouth of the river Calafu, in lat. 39 deg. 42 min. N. long. 20 deg. 15 min. E.

LA-BASTIDE, in Corsica Island. See **BASTIA**.

BASTIMENTOS Islands, are near the Isthmus of Darien, and somewhat westward of the Sambaloes Islands, at the mouth of the Bay of Nombre de Dios, and very near the shore. They are in lat. 9 deg. 30 min. N. and long. 79 deg. 45 min. W. and to the E. of Portobello. They form a good harbour, and one of them has an excellent spring.

BASTOE Island, in the Sound of Christiana, in Norway, is about 5 leagues N. W. by N. from the Sisters Island, a small island on the starboard side of the entrance into the sound. See **CHRISTIANA**.

BASVILLE, a sea-port town in the Island of Martinico.

BATACARANG Point, is on the E. coast of Sumatra Island, in the East Indies. To the N. E. of it, when Monopin Hill, in lat. 2 deg. S. bears E. there are soundings in the channel in 13 and 14 fathoms.

BATACALO, or **BATACOLO** Bay, in lat. 7 deg. 55 min. N. and long. 81 deg. 3 min. E. is on the E. coast of Ceylon Island, in the Indian Ocean. It extends far to the S. between the main island and a narrow track of land on the E. side of it, and is well sheltered from most winds. The Port Town, so called, is on the W. side of this bay or gulf. It is 53 leagues N. E. of Columbo. There is anchorage

in 7 or 8 fathoms, a mile from shore, in the mouth of Batacalo River. Bring the Friar's Hood, one of the very high mountains up the country, to bear S. W. half W. and then, being off the mouth, edge in towards the shore. It is known by the mouth of a small river, which turns in short to the southward, and is parallel to the beach along shore; but it cannot be seen, being very narrow, except from the N. of it. This bay is about 20 leagues to the S. S. E. from Trincamale.

BATACOLA, is a sea-port on the coast of Malabar in India, between Onore and Barcelore. The remains of a very considerable city or town are on the banks of a small river, at 4 miles distance from the sea. Till 1670, the English had a factory here, when they were all massacred by the natives.

BATAVIA, in the Island of Java, on the N. side, is S. E. from Sumatra Island, and S. W. from Borneo Island. It is in lat. 6 deg. 10 min. S. and long. 106 deg. 50 min. E. The variation here is 10 deg. 25 min. W. The bay has 17 or 18 islands in it, which break off the waves and winds, and render the harbour, which will contain above 1000 vessels, in the best ground, one of the safest in the world. It is shut up every night at nine o'clock by a chain. Carawawang Point is the E. point of the bay; and the islands of Alkmar and Leyden, at the entrance, are within sight of the town. It is E. by S. from **BANTAM**, which see. From Batavia to the E. to the Straits of Bally, there is nothing to be noted by seamen.

BATCHELOR'S Bay and River, are on the N. coast of Maghellan Straits. The river is three quarters of a mile N. N. W. of York Road, round a point, and has anchorage within the mouth, above which is an island. The Bay, so called, is round the western point of that mouth, in lat. 53 deg. 38 min. S. and long. 73 deg. 53 min. W. having an island at its W. end. The variation here is 22 deg. 30 min. E.

BATEMAN Bay, on the S. side of Point Upright, on the E. coast of New Holland, has in it three or four small islands. It is towards the S. end of it, the N. point being in lat. 35 deg. 35 min. S. off which, at 2 leagues E. is 31 fathoms, and a sandy bottom.

BATH Town, is a small sea-port of North Carolina, on the N. bank of the

River Pamticoe, in lat. 35 deg. 30 min. N. and long. 77 deg. 15 min. W.

BATO Island, one of the Ladrões, in 12 deg. of N. lat. and about 142 deg. of E. long. See **BAN Island**.

BATOA Island, a small island on the W. side of Sumatra Island, between Minton Island on its S. W. and the coast of the main island on the E. and N. E. It is on the Equinoctial line, and in long. 97 deg. 30 min. E.

BATTERBURY, or **BATTERBY Bay**, on the W. coast of Ireland, though it has a narrow entrance, is above 4 miles over. It is two miles broad in the middle, with 10 and 12 fathoms; and has 5 fathoms close to the shore on both sides, and all good clear ground. It is about 2 miles to N. E. from Convitt Islands, within Slyne Head on the S. side, and nearly E. from it within some small islands, on the N. shore of the coast trending towards Galloway Bay. It is in lat. 53 deg. 19 min. N. and long. 10 deg. 22 min. W.

BATTEROW, on the W. coast of Africa, is 2 leagues from Dicky's Cove, or Dixcove, and 5 leagues more from Cape Three Points, to the N. of E. It is on the steep side of a high cliff next the sea, and there is no good fort nor anchorage; for the latter there is 14 fathoms good ground, near a league W. by S. towards Dixcove, and good business for rice ships. See **Cape THREE Points**.

BATTERY Point, on the N. or star-board shore of the Channel of Corke in Ireland, mentioned under the article **CORKE**.

BATTIELLA. See **BALLIELLA**.

BATTOW, on the W. coast of Africa, is to the S. E. from Cape Cavallos, an Indian village on the W. side of a small river, only fit for a yawl or canoe, as Zino or Swino is on the E. side. See **ZINO**. To anchor before Battow, bring the high grounds about the town to the N. E. and the rock on its W. about a league at N. N. E. where is 24 and 25 fathoms; a hard sand. It has two rocks under water at half a league E. being to the E. of Cape Zino, which are quite under water, and very dangerous; but the breakers over them are seen off at sea at a league distance, and serve to point out the cape and road. They are in about 5 deg. of N. lat. and about 8 deg. 30 min. W. long. The coast trends nearly S. E. by E.

BATY, or Litte Java, a small island at the

the E. end of Java Island, from which it is separated by the Channel of Balam-buam, Bali, or Bally Straits.

BAUME Bay, is a large bay of the Atlantic Ocean, on the N. coast of the Island of Hispaniola, or St. Domingo. It is about 6 leagues W. of Old Cape François, and a spacious and good harbour for ships. See **BALSAM Bay**.

BAWDSEY Haven, is a small bay or anchoring-place near the S. point of the coast of Suffolk, in the British Ocean. It is formed by the Ocean and the mouth of the small River Deben, about a league to the E. of Languard Fort, on the E. side of the Rivers Orwell and Stour, which fall into the sea between it and Harwich on the W. side.

BAWDSEY Sand, is the middlemost of three sands, nearly parallel to one another, and in the direction of N. E. nearly. Its S. W. end is nearly E. S. E. from the point of land at Bawdsey or Balfey, to the N. E. without the haven. When this cliff or point is brought to bear about N. W. that part of the sea is called the Sledway, and has the S. W. ends of Bawdsey Sand and Sheepwash Sand on its N. E. but do not come nearer to either of them than 6 fathoms. The S. W. end of the Bawdsey Sand is 4 or 5 miles from the nearest shore, within which is Horsley Bay, and the N. E. end about 7 or 8 miles from Orford Haven, at E. S. E. This sand trends more easterly than the **SHEEPWASH** without it, or the **WHITING** Sand within it; which see under their respective heads. There is a channel through between the Bawdsey Sand and Sheepwash; and also a very good one between the N. W. side of the Bawdsey and S. end of the Whiting. But just in the middle lies Kettle-ledge or Kettle-bottom Sand, about a mile long, with only 10 feet on it, having channels of a mile wide on either side of it, and 4 or 5 fathoms. It is high water here at spring tides at 10 h. 50 min.

BAXA Terra, or **BARREE Bay**, on the W. coast of Africa, is 4 leagues S. of the River Oro, which is in lat. 23 deg. 30 min. N. It is large, and has good anchorage in several places, especially on its N. side. A reef of rocks on the very N. side, and a sand-bank before it, between which is a channel of 20 fathoms, make it very secure; within it is safe riding, and good ground.

BAXAS Bahia, on the coast of Brazil, in South America, is 30 leagues E. and

E. by S. from the sand-bank of Tortugas or Turtle Harbour. Laguariba River is 10 leagues, on the other hand, S. E. by E. from it. Here is good anchorage, hard ground, and deep water; and a sand-bank, which lies along shore and thwarts the bay, keeps off the sea, and breaks the force of it from a N. wind which blows right in, the land affording shelter from all other winds. It is 12 leagues in the same direction from

Punta das BAXAS, which is a low point, 18 leagues from Tortugas or Turtle Harbour, on one hand, and from the bay on the other hand 12 leagues. Its name implies it to be a cape of shoals; and it is indeed a foul shore, surrounded with rocks and shoals for almost 2 leagues off to sea at N. and N. by E. But ships may sail under shore from thence within the banks of sand, which still lie off the main, in a channel from 2 leagues to 2 and a half wide, if they have a boat ahead to sound. Without these banks is a clear coast, and no danger but what may be seen at a sufficient distance.

BAXEADORE Cape, in the Island of Luconia or Manilla, is in 18 deg. 44 min. of N. lat. and 120 deg. 35 min. of E. long.

BAXIOS. See **ABASSES**.

BAXO Pedro dos Banho. See **Padro dos BANHOS**.

BAXOS Cape, or **Low Cape**, is the E. point of the entrance into the River Sestos on the coast of Africa. On the E. of it are many dangerous rocks, several of which are under water, in the fair way of the trading ships, so that great care is necessary to avoid them. See **SESTOS**. It is W. both of Cape Formosa and Palmas Island; but only 2 leagues from the latter.

Baxos Cape, also on the coast of Africa, but eastward from the River Volta, about 12 leagues by the turning of the coast, and two leagues only from the Quatre Montes, which are three or four hills so called, that are close together.

BAXOS Abreolhos, on the E. coast of South America, on the coast of Brazil. See **ABREOLHOS**.

BAY of Fires, on the E. Coast of New South Wales or New Holland, in the Pacific Ocean, is to the N. of St. Patrick's Head. On this part of the Coast the land is low, and the N. Point of this bay is called Edystone, as the S. Point is called St. Helen's. A small rocky island is near the middle of the entrance, but

but it is visible, and there is an open passage on either side of it. The coast, on the approach, is very dangerous, being full of islands and shoals; and the ground also is very uneven, having shoal water at some distance from it.

BAY of Good Fortune, on the N. Coast of Chaleur Bay, which is a large bay of the Gulf of St. Lawrence, and on the N. E. Coast of Nova Scotia in North America. See CHALEUR Bay.

BAY of Inlets, is on the E. Coast of New Holland, and situated where the coast trends to the W. It is N. by W. from Cape Townsend, of which that cape is the eastern limit, and Cape Palmerston the western. Here the tide of flood sets from the N. W. whereas to the E. from Cape Townsend it sets strongly to the W. as far as to the opening of Broad Sound. The Variation on this Coast is 6 deg. 45 min. E.

BAY of Islands, on the Coast of Nova Scotia, on the Continent of North America, is about 6 leagues S. W. from Cape St. Mary. Castor Haven is betwixt them at only 2 leagues distance; and Chibouctou Bay, about 15 or 16 leagues farther to the S. W. the whole coast between being lined with islands.

BAY of Islands, on the northern island of New Zealand, in the South Pacific Ocean. It is on the N. E. Coast between Cape Brett and Cape Pococke, which are its S. E. and N. W. Points, about 3 or 4 leagues from each other. The bay is large and pretty deep to S. W. by W. having many small islands in it. On its W. side, both on the islands and main, are several small Indian Villages; and on this side is the best entrance into the bay, the eastern part being full of islands and rocks. It has from 29 to 5 fathoms on that side quite to the bottom of the bay at S. W. but towards the S. E. there is no more in some places than 2 fathoms. Off Cape Brett the S. E. point are several small islands, and but one off the E. point of Cape Pococke. The land of Cape Brett is also higher than any part of the adjacent coast, and one of the islands, about a mile N. E. by N. from it, is perforated quite through, and appears like an arch. The Whale Rock is near the centre of the entrance into the bay. Several lesser bays, especially on the E. and S. side, are within it. It is in lat. 35 deg. 12 min. S. long. 174 57 min. E. See CAPE BRETT.

BAY of Islands, on the S. coast of the

Streights of Maghellan, towards the western entrance, is W. by N. from Upright Bay, and E. by S. from the Bay of Disappointment. It has Cape Upright for its eastern or N. E. limit. A cluster of small islands lie in the entrance, and also in the E. part of the bay; but the best entrance is between the westernmost of the two islands off the point of Cape Upright, and a small island farther W. where a ship may have a safe passage, and come to an anchor in 20 fathoms in a soft mud, near the W. coast of the cape, which is in lat. 53 deg. 9 min. S. and long. 75 deg. 32 min. W. To come in from the W. turn round the Island Despair off the W. point of the bay; and both ways endeavour to get the midway between this island and the E. coast.

BAY of Isles, is a bay of the gulf of St. Lawrence on the W. Coast of Newfoundland, about 8 or 9 leagues to the S. W. from la Belle Bay, and 14 or 15 leagues to N. N. E. from Porta Port. It is S. of Cape St. Gregory, and has several islands off the entrance, but it is very spacious within. Several rivers empty themselves into it.

BAY of Isles, is situate towards the W. end of the N. Coast of South Georgia Island, in the South Atlantic Ocean. It is a few miles W. of Possession Bay, and has Cape Buller at W. by N. from it, being also about 7 leagues from Cape North. From the many small islands laying in and before it, this name was given to it.

BAY of Rocks, is a spacious bay of the Arabian Sea, which forms a part of the Indian Ocean, and is on the S. E. Coast of Arabia. It is a good anchoring place for ships, to the N. of Cape Matra or Matrak, if they do not stand too near the shore; where there are many rocks, near which it is dangerous to anchor.

BAY of Seven Islands, is W. N. W. from Moisie River, and about 18 leagues to N. N. E. from Trinity Point, on the N. shore of the Gulf of St. Lawrence.

BAY of Shoals. See BAXAS Bahia.

BAY of St. Spirit, is a large bay of the Indian Ocean on the S. E. Coast of Africa, on the N. of the Island and Cape of Unhafa. It is sufficiently spacious to receive a fleet of ships, but has many rocks lying off the coast or head of the bay, which are dangerous to be approached. It is so named from the river St. Spirit, or Manica, which falls into this Bay.

BAYA,

BAYA, on the Coast of Africa, is 4 leagues W. S. W. from the River Volta, low and marshy land, without any towns or people near the shore. It is also 8 leagues E. and E. N. E. from Ningo Ground.

BAYDOR Cape, on the Coast of Africa. See **BAJADOR**.

BAYE Grand, near the N. point of the island of Mauritius, towards the W. and to the N. of Port St. Louis.

BAYEUX, on the River Aure in France, near the English Channel, is 5 leagues N. W. from Caen, and in lat. 49 deg. 17 min. N. long. 0 deg. 43 min. W.

BAYONNA Bay and islands, on the S. part of the great Bay of Vigo, and to the E. of Cape Passélis, on the W. coast of Spain, in the Atlantic Ocean. It forms a commodious harbour to the port Town of Bayonna, which stands at its head, in lat. 41 deg. 43 min. N. and long. 9 deg. 6 min. W. Two islands called the Islands of **BAYONNA** or **BAYONNE** lie a little to the W. of N. from the town. In sailing from Cape Finisterre run directly S. till you are nearly abreast of the S. Point of Vigo Bay, when you may go in with the flood, which sets right in here, on the S. side of the islands, keeping nearer to them than to the main. When these islands bear N. N. E. turn in S. S. E. round the point of the bay, till you are before the town; which course will avoid a sand that runs off from the main or Point Vigo on the E. towards the S. end of these islands.

In coming in from the sea, the Bayonna Islands make like 3 islands, each of them having a saddle or valley; and on the main land over them two high hills are seen, of which the most eastern has three hummocks, and the other has two, with valleys between the hummocks. There is also a white building against the high land near the easternmost of these hills. A great rock, with many small rocks about it, lies at the S. end of Bayonne Island, the outermost of which is under water at flood tide, and requires particular knowledge or care; but there is 20, 25, and 26 fathoms close by the rocks. For a ledge which runs off about W. N. W. from Cape **PASSELIS**, see under that article. It is high water on the coast at 3 or a little after at spring tides, but in the harbours about 40 or 50 minutes later; and the flood comes in right from the sea, and not along shore.

BAYONNE Bay is on the southern extremity of the W. Coast of France, in the Bay of Biscay, the city of which lies in lat. 43 deg. 30 min. N. and long. 1 deg. 30 min. W. It is high water here at 3 h. 30 min. at spring tides. From Arcasson it is 23 leagues nearly S. and the mouth of the river lies in between two plain strands at E. by N. and W. by S. but are sometimes more easterly and northerly, from the shifting of the sands. There are two masts on the land on the S. side of the channel, which must be kept one in the other, or the innermost a little to the northernmost of the others run thus over the bar, which has at least 3 fathoms at spring tides, or 2 and a half with an ordinary tide, and no more than 3 feet at low water. Within the bar to the point is 4 or 5 fathoms and when past the point fail up southward along the middle of the channel, or rather nearer to the W. side to avoid some foul grounds and shoals which lie on the E. side. Anchor before the town in 4, 5, or 6 fathoms. Within the bar on the N. side of the river is a great water of 7 leagues long that falls into the sea by Cape Breton. Three or 4 flat towers are seen from about Bayonne, of which the town is one. Off this coast the land is seen in 30 fathoms. See **ADOUR** and **ARCASSON**. From this city, the well known military weapon, the *Bayonet*, bears the name, as the place where it was invented.

BAZANE Bank, or **BOUREAN** Shoal. ---It is a large mile W. from Le Four on the W. end of Brittany on the Coast of France, and N. westerly from St. Matthew's Point. To sail clear of it, being westward of Le Four, keep Friezon open to the westward of a house called Maison de Remar, which leads without it. The S. end of Guit Island is on with a rock near the shore, which is a little to the N. of Argenton, and the Reneur house on with Irizion Hill at S. S. W. are marks right upon this bank or shoal; on which are some rocks that sometimes appear dry, as there are on two other shoals about two miles S. of it, and about the same distance from the shore. See **FOUR**.

BAZARUTTO Islands.---See **ASUCA**. They are in lat. 21 deg. 55 min. S. and long. 34 deg. 30 min. E. on the E. Coast of Africa.

BEACHY Head, on the S. Coast of England is a noted Promontory, which projects perpendicularly over the beach, and is the highest on all the S. Coast of England.

England. Seamen also call it the Seven Cliffs, into which it is divided. It is 9 leagues to W. S. W. half W. from Dungeness; to the eastward of which, bringing the points to N. or N. by W. is anchorage in westerly winds in 6 or 7 fathoms; and to the westward, thwart the W. end of the Seven Cliffs, right against the shingle or swingle, in 7 to 9 fathoms. The Rattan, a funken rock, within Pevensey Shoal, is between 2 and 3 miles E. by N. half N. from the head; and Willington Rocks, which lie well under water, are about 2 leagues to the S. by E. From the Head to Arundel is 2 leagues W. and to Dunnole W. by S. 16 or 17 leagues. It is in lat. 50 deg. 44 min. N. and long. 0 deg. 20 min. E. and has high water at spring tides near 10 o'clock. From hence to the Caskets, to the W. of Alderney Island, is 45 leagues, nearly W. S. W. half S. The flood tide sets off the head to Dungeness, E. N. E. and the ebb W. S. W. but by the shore before the Seven Cliffs, it sets E. by S. and the ebb W. by N. It sets also E. by N. and the ebb W. by S. between Beachy and the Isle of Wight. The tides also run one quarter tide under another from Fairlee to Beachy. Thwart of the Seven Cliffs without Beachy is 16 and 18 fathoms, and nearer shore 10 or 11. Off this head, at 6 or 8 miles distance, lies a shoal, having from 13 to 17 feet on it, when the Head bears N. about 15 deg. W. and Pevensey Church 6 or 7 miles off at N. W. 1-4th W. or thereabouts. When the most easterly of the five black streaks in the White Cliff within Beachy is in one with the W. part of the Chalk Pitt behind on the land, which has a white way close to it, a ship will be right on the shoal.

BEACHY Head, on the eastern coast of South America, and in that part known by the name of Patagonia, lies in lat. 50 deg. 21 min. S. and long. 67 deg. 40 min. W. being about S. S. W. from Port Julian, and N. N. E. from Cape Fairweather. The River Santa Cruz comes in here in a small bay.

BEAIS BAY is one of the many bays between Pedro Blanco and Amoy on the coast of China, in lat. about 24 deg. N. The coast here lies nearly N. E. and S. W.

BEARD Shoal, or **RED Beard Shoal**, is a small shoal, on which is about 6 feet at low water, and lies S. W. from the W. end of the Cutler about a mile. See **CUTLER**,

BEAR's Bay, or **WHITE Bear Bay**, is a very deep bay on the S. coast of Newfoundland, towards the W. end of it; and is the fourth in order from Cape de la Hune, the S. W. Point of Chaleurs Bay, to Cape Raye, or the S. W. point of Newfoundland, in the distance of about 20 leagues.

BEAR's Cove, on the E. coast of Newfoundland, is a good fishing place for boats, but a wild uninhabited country. It is between the two harbours of Fermowes and Renowes, though these are but a league and a half from each other.

Point of White BEARS, is the E. Point of St. Peter's River on the coast of Labrador in North America, in lat. 51 deg. 55 min. N. and long. 55 deg. 30 min. W. To make it from the E. keep Belle Island in the entrance of Belle Island Strait, at the N. Point of Newfoundland Island, about 4 leagues from it on the larboard. It is nearly opposite to the middle of the N. W. side of that island; and there is anchorage from 22 to 23 fathoms, in the mouth of the river, and a good harbour, but it lies too much out of the way. It was called Port de Ours, or Haven of Bears, from the great number of those beasts which were seen there.

BEAR's Port, is one of the ports on the coast of Nova Scotia, in North America, between Port and Cape de l'Heve to the N. E. and Cape Sable, the S. W. point of Nova Scotia, a distance of about 28 leagues in that direction.

BEAR's Bay, or **Little Port**, at the E. end of Anticosti Island, at the mouth of the River St. Lawrence, in North America. In this bay is good anchorage in four fathoms; but there is better anchorage for large ships a little to the N. W. of this bay, where there is good ground and 12 fathoms water.

BEAR's Cape, is the S. E. point of St. John's Island, near Nova Scotia, in North America, and is situated in lat. 45 deg. 53 min. N. and long. 62 deg. 40 min. W. It is about W. by N. from Cape Louis, on the main continent, and the starboard point of the entrance of the strait from the eastward between St. John's Island and the main, as Picou Island is on the larboard.

Great BEAR Island, in Hudson's Bay, in the country of Labrador, in North America, is in lat. 54 deg. 34 min. N. and long. 79 deg. 56 min. W. It has high water, at spring tides, at twelve o'clock.

New **BEAR** Rocks, are situated in lat. 16 deg. 20 min. N. and long. 78 deg. 55 min. W. They are about S. by W. from the extreme W. point of the island of Jamaica, in the West Indies.

BEAR, or **CHERRY** Island, on the coast of Greenland, is in lat. 74 deg. 28 min. N. and long. 17 deg. 53 min. E.

BEARWORTH Point, in Devonshire, on the S. coast, or English Channel, is probably the same as **BERRY** Head, or Point, which see.

Cape **BEATA**, is at the very S. point of the island of St. Domingo or Hispaniola, in the West Indies, in lat. about 17 deg. 42 min. N. and long. 72 deg. 2 min. W. The coast trends from it about N. N. E. to Niobe Bay, and on the other hand to False Cape and Needles Point nearly N. W. and from thence N. by W.

BEATA Island, is about S. W. by W. 4 leagues from the Cape, but has rocks all along its N. side, and on to the westward.

BEAUBASSIN, **CHIGNECTO**, or **CHIGNITOU** Bay. See **CHIGNECTO**.

BEAUBASSIN Bay, on the S. coast of the strait of Maghellan, at the S. point of the second narrow, or S. E. angle of the strait, just where the strait trends to the W. It is nearly opposite Wallis's Harbour on the N. coast, and is a large and spacious bay, with a free and open entrance.

BEAUCHENES Island, is a small island to the S. of Falkland's Islands, in lat. 53 deg. to 55 deg. 8 min. S. and about 58 deg. and a half of W. long.

BEAUFORT, is a sea-port town in North Carolina, in the county of Carteret, on the N. W. part of Core Sound, in lat. about 34 deg. 43 min. N. and long. 77 deg. 20 min. W. See **CORE** Sound, and **Cape Look-out**. It is about W. N. W. from the entrance into the Sound.

BEAUFORT, is another sea-port town in South Carolina, in the island of Port Royal, and nearly N. from the entrance into Port Royal Harbour. It is on the E. side of the island, up the middle channel, having St. Helena Island, another small island off the S. end of Ladies Island, and that island, all on the E. of the channel to it. Its lat. is about 32 deg. 22 min. N. and long. 79 deg. 20 min. W. Its harbour and situation render it a very desirable situation. See **PORT ROYAL**, South Carolina.

BEAUMARIS, on the E. side of the island of Anglesea, has a very good har-

bour for ships, and is much frequented by passengers from Holyhead to Ireland. It is nearly W. from Aberconway cross the Sound. This sound is full of rocks and shoals; besides a flat in the fair-way, which is very dangerous. Pilots are usually necessary from Caernarvon Bar northward to it, or southward from hence thither. On account of the rapid tides, it is advisable to take pilots for Beaumaris or Aberconway, in coming round Priestholm Island or Ormshead from the W. or N. The bay of Beaumaris is broad at the N. entrance, but very narrow at Bangor, as the channel is also at the entrance; for though it is a league and a half at the river's mouth, the Lavan Sand from the E. shore dries so much at low-water, that the channel between it and Priestholm Island is scarce a mile over. The rocks also from the S. end of this island come half channel over, so that ships must pass in to the E. of it; and between these rocks and the Sand is only two fathoms at low-water, close by the Sand, which is the deepest water, and but 9 feet on the rocks. But the tides rise 4 fathoms, and run very strong both at flood and ebb; the best time to pass, therefore, is at slack water. To go into Beaumaris, keep the middle of the channel, between the island and Twinda Point, which is very narrow, a ledge of rocks stretching off from the N. side of this point to N. N. E. so that it must have a good birth. When the point bears E. by S. at half a mile from shore, run due E. A round rock, which dries at half tide, is on the larboard; from which a ledge of sunken rocks runs S. S. E. half a mile, which course will clear all into 5 fathoms: then go up quite to Beaumaris, and anchor as near the town as you please, but in mid channel. It is high water here about half past ten; but sooner at either end of this sound. Ships frequently shelter here in stormy weather. Its lat. is 53 deg. 15 min. N. and long. 4 deg. 15 min. W. This port and its dependencies, by a late act of parliament, is appointed to procure 207 men for the navy of Great Britain, as its quota for supplying 20,000 seamen from the different ports.

BEAU Port, is a very spacious and commodious harbour, on the S. E. part of the Falkland Islands, capable of receiving a large fleet of ships in perfect security. It is almost surrounded by the land, has good anchorage, and sufficient

BEAUVOIR, in France, is a port town of Orleannois, 25 miles S. W. of Nantz, in lat. 47 deg. 2 min. N. and long. 2 deg. 5 min. W.

BEAUVOIS, a place in France, represented by good authority to be in lat. 49 deg. 26 min. N. and long. 2 deg. 5 min. W.

BECCLES, in Suffolk, on the river Wavenay, is navigable hither from Yarmouth by barges, and to Bungay; and is 6 miles from Leostoff. Its lat. is 52 deg. 36 min. N. and long. 1 deg. 45 min. E.

BEC du Ras, or **Ras Point**. See **RAS**.

BECOUYA Island. See **BEKIA**.

BECUR Cape, or **APOKERA**, from the castle so called, which stands upon the point, and at first appears like the sail of a ship. It is about 4 leagues N. E. by N. from Alexandria, the land high and plain; but we have accounts which fly, that it is low and sandy, and full of trees.

BEDEL, or **BEDEO Bay**, in the gulf of the river St. Lawrence, on the S. W. coast of the island of St. John's, in North America, is situated to S. by E. from Egmont Bay, on the same coast of the island.

BEDFORD'S Bay, or **TORRINGTON Bay**, is on the coast of Nova Scotia, in North America, and its entrance at America Point about 3 miles N. of the town of Halifax. It has 10 to 13 fathoms in its mouth, but the bay is almost circular, and has from 14 to 50 fathoms water in it. Winter Cove is in the N. W. angle, and has a small island off the W. point of the creek, and but 6 fathoms on its E. side: Summer Cove is in the N. E. angle, and has three small islands off the S. E. point of its entrance; and on the E. side is a creek, with an islet before its mouth. The entrance of this bay is but half a mile wide, about 4 or 5 miles N. from Sandwich River, though it is about 12 miles in circuit; and the bay, with the harbour and Sandwich River, form a peninsula; off the S. point of which is a shoal, that even boats will strike on at a cable's length from shore. Half a league N. from the point, on the harbour's side, is the town of Halifax, on the slope of a rising ground, which commands the whole peninsula, and shelters the town from N. W. winds. The beach here is a fine gravel, convenient for small boats, and every where good anchorage for large ships, within gunshot of the town. A prodigious sea sets into it in winter.

Cape BEDFORD, is more than 80 leagues E. by N. from the W. entrance of Baffin's Straits, and the S. E. point of James's Island. Its lat. is more than 68 deg. and it forms one of the western limits of Davis's Straits.

Cape BEDFORD, the extreme N. E. point of the coast of New Holland, opening to the S. W. into Endeavour River, in lat. 15 deg. 18 min. S. and long. 145 deg. 15 min. E. An Island is to the N. of it, in the fair-way to Cape Flattery. The sea almost every where to the E. and N. is full of shoals and reefs. See **ENDEAVOUR River**.

BEE Rocks, are a little to the W. of N. from the point of St. Maloes, on the coast of France. They are called, the Great and the Little Bee; the latter of which is W. of the other, and lie N. W. from the town about a gun-shot. Nearly N. a little W. from them is the Mewstone, a great high rock, near a mile E. from the island of Sisember, the intermediate space being full of rocks. To come in from the N. pass the E. side of the Mewstone with a S. course, and keep a good look-out for the Norman Rock, about a mile to the S. of it; which leave on the larboard, and stand on directly for the Little Bee, along the edge of a bank or shoal which extends from the Norman Rock to the S. point of St. Maloes town. On each of the Bee Rocks is a little house: ships may sail within a cable's length of the outermost or Little Bee, and anchor on the S. of it in 5 or 6 fathoms at low water, when Bore Tower, on the S. of St. Maloes, is a little E. of the small tower on the point to the S. of the town.

BEEF Island, is in the bite in the S. E. angle of the bay of Campeachy, the W. end of which is washed by the eastward opening of St. Peter and Paul River. It is close to Trieste Island, on the E. of it, and is 7 leagues long, and from 3 to 4 broad; but it is of no other use than for its fine sandy bay, where ships may ride in 7 or 8 fathoms, and well sheltered. Near Beef Island run in with the sea breeze, keeping the lead going, and when within from the point there is 3 fathoms, then stand over towards Trieste till pretty near the shore, and anchor at pleasure, as there is good ground between the island and the point. But the tide runs in very hard. Its lat. is about 18 deg. 30 min. N. and long. 91 deg. 30 min. W.

BEEF Island, one of the smaller Virgin Islands,

Islands, in the West Indies, between Dog Island on the W. and Tortola Island on the E. of it; being about 5 miles long from E. to W. and near 1 broad from N. to S. and is situate in Sir Francis Drake's Bay, in lat. 18 deg. 23 min. N. and long. 63 deg. 2 min. W.

BEER Haven and Island, are both within the mouth or opening to S. W. of Bantry Bay. The town lies up a creek, about N. N. W. of the island; on both sides of which is a channel into the inner or Bantry Bay, of which that on the N. W. side is narrowest but deepest. See **BANTRY** and **WHIDDY**.

BEERING's Island, between the N. E. coast of Asia and N. W. coast of America, is in lat. 55 deg. N. and long. 164 deg. 35 min. E.

St. BEES Head, in the county of Cumberland, has a light-house, the cradle of which has been deemed too low to afford good light to seamen. It is above 10 leagues E. by N. from the isle of Man, and is surrounded with a fine vale; being only two leagues to the S. of Whitehaven. Hyle Lake is 20 leagues to the S. of it, and at 5 leagues to the S. W. is the S. E. extremity of King William's Sand. See **King WILLIAM's** Sand. This head is a noted promontory for sea fowl, and in lat. 54 deg. 31 min. N. and long. 3 deg. 43 min. W. and has high water at spring tides about a quarter before 11.

BEES Island, is in the bite in the S. E. angle of Campeachy Bay, between which and Trieste Island is an entrance about three miles wide into the Lagoon, being shoal without, but has two channels in; of these the deepest has not above two fathoms on a spring tide, and the western one only 10 feet. See **BEEF** Island.

BEG Island, is the most northern of four islands, which are called the islands of Balleness, in about 55 deg. 9 min. of N. lat. and 8 deg. 45 min. W. long. being W. S. W. from North Cape or Hoar Head, about two leagues and a half. See **BALLENES**.

BEGIA or **BEGGIA**, is a town of Africa, in the kingdom of Tunis, from which it is W. about 22 leagues. It has a strong castle on the declivity of a mountain, and is situated in lat. 36 deg. 42 min. N. and long. 11 deg. 30 min. E.

BEGIN Harbour or Bay, is a small anchoring-place near the E. end of Valentia Island, on the N. coast of the W. peninsula of Ireland. It lies N. E. from the rocks called the Shellocks or Skelligs,

off this part of the coast, S. by E. from Blasques Sound, which is the northern limit of Castlemain or Dingle Bay, and nearly S. from the havens of Ventry, or Dingle to the E. of it. To go in, give the E. point of the islands a good birth, being foul ground a good way off; and there is a funken rock on the side of this island, of which great care must be taken to avoid it. When within the entry of this haven, steer E. by N. for the road, which is right opposite to a red cliff on the S. side.

BEHAT River. See **CHELUM**.

BEHEMA, or **RAMSEY** Sand, in the Isle of Man. See **RAMSEY**.

BEJAPOUR. See **VISIAPOUR**.

BEKIA, **BECOUYA**, or **BOQUIA**, is a small island belonging to the English among the Grenadilles, between the islands of St. Vincent on the N. and Grenada, which is 18 leagues from it on the S. or S. W. in the West Indies. The French call it Little Martinico; it is also 65 leagues to S. W. from Barbadoes. The inhabitants of St. Vincent's alone visit it, to fish for turtle; but it has no fresh water, though it affords a good harbour, sheltered from all winds.

BELA Bay, sometimes called *Enfada da Bela*, is a large bay of the Indian Ocean, on the eastern coast of Africa; being a little to the N. of Cape Ormuz, and about 15 leagues S. of Cape Guardafui, the S. E. point of the entrance to the Straits of Babelmandel, and sufficiently spacious to receive a fleet of ships.

BELANCE Island, is one of the small islands and rocks which lie between the island of Ouessant or Ushant and St. Matthew's Point, at the entrance to Brest Road. Betwixt this range of islands and Ushant Island, ships from the northward which cannot weather Ushant, from the strength of the flood tide, may run through in mid channel of 6 or 7 fathom at low water.

BELCRAN Rock, large and craggy, lies off the W. point of the Island of Ivica, or Yvica in the Mediterranean; about which point, when clear of the rocks, is a very good road.

BELEM Tower, in the Tagus River, Portugal, is a noted mark for ships within the Cachops Sands, which project from the points of land on either hand; on the W. side of which ships must come to an anchor, before the village of St. Joseph in 12 or 13 fathom under the N. shore.

N. shore. It is near a league W. from the city of Lisbon, in lat. 38 deg. 40 min. N. and long. 9 deg. 40 min. W. See CACHOPS and CARRICK.

BELEM Cape, is about N. N. E. from Cape Finisterre, having the projecting point of Cape de Toriane between them, which bears S. W. 4 leagues from Belem. This is a high steep point, with many ragged rocks lying loose from the land, the greatest of which is like a tower, appears black, and is called the Monk or Munick. The great found or haven of Mounsie is said to begin here, of which it forms the easternmost point; but a range of rocks stretches from the point thwart the entrance into Mounsie Bay, 3 cables length or more to S. W. by S. In sailing with the shore, it is all double land.

BELEM City, which stands on a point of land that makes the N. head of the River Guana, which falls into the River Amazons in South America, has a very good road before it for ships; but the current of the great river is very strong, and ships work up with great difficulty. The city, however, is very inconsiderable, but there is a garrison to defend the road.

BELFAST, on the N. E. coast of Ireland, is at the bottom of Carrickfergus Bay, 5 leagues S. W. from the bar, and 3 from Carrickfergus. The bay here is only three quarters of a mile broad, though it is 6 miles or 2 leagues broad at the entrance. It is in lat. 54 deg. 43 min. N. and long. 5 deg. 57 min. W. and at spring tides it is high water at 10 o'clock. It is 80 miles from Dublin on the mouth of the River Lagan. See CARRICKFERGUS.

BELGOROD, is a fortified town of Bessarabia in Turkey, at the mouth of the Niefter on the Black Sea, 80 miles S. E. of Bender; it is in lat. 46 deg. 30 min. N. and long. 31 deg. 10 min. E.

BELINGSGATE, is a town and point of land in Barnstable county, on the W. side of the peninsula, of which Cape Cod is the northernmost point. It is within Cape Cod Bay, being 10 miles S. from Cape Cod Harbour, and the town is 5 miles N. from Silver Springs.

BELL Bay, is a harbour on the S. W. coast of East Greenland, to the N. of Horn Sound.

BELL Sound, is situated on the W. coast of the Isle of Spitzbergen, in the northern Ocean, or Icy Sea, in lat. 77

deg. 12 min. N. and long. 12 deg. 40 min. E.

BELLA Polla, or TERRA Polla, is a small high island, which makes like two islands with two high round hills, and N. E. by N. from Cape Angelo, 10 leagues, and from Grava Island is 4 leagues to N. N. W. It is on the coast of the Morea in the Archipelago or Grecian Sea.

BELLE Bay, is a commodious harbour, on the N. E. part of the great Bay, called Fortune Bay, on the S. Coast of the Island of Newfoundland, in North America, and in the Atlantic Ocean.

BELLE Bay, another bay on the N. W. side of the same island, 6 or 8 leagues N. E. from the Bay of Isles, and about as much S. W. from the small bay of Higournachet.

BELLE COTTON Island, off the W. point of Ballycotton Bay between Cork and Youghall Havens; sometimes called Kid's Rocks.

BELLEGRADE Port, on the W. coast of the Gulf of Lyons in the Mediterranean, and 5 leagues from Perpignan.

BELLE ISLE on the E. Coast of Newfoundland, near the entrance into Conception Bay, is in lat. 47 deg. 43 min. N. and long. 52 deg. 52 min. W.

BELLEISLE, near the W. coast of France, in the Bay of Biscay, is in lat. 47 deg. 20 min. N. and long. 3 deg. 7 min. W. It has high water at spring tides at 2 h. 30 m. It is southward of Point Quiberon on the Main, about 12 or 13 leagues in circumference, or 6 leagues long and 2 broad, and has but one small city called Le Palais. See PALAIS. It is only accessible in three places, and it is otherwise entirely surrounded with steep rocks; being about 6 leagues from the coast of the Main. From Penmark Point on the coast it is 16 or 17 leagues to E. S. E. southerly, and from Groa Island 5 leagues to S. S. E. When the island bears N. N. E. the W. end appears as if divided into 3 parts; a great rock appears at the westernmost, which is covered at high water. At the N. W. end is a steep point that lies out saddlewise, with some houses near it; this point must have a good birth to come round it, as several funken rocks lie more than a mile from it. When within, there is anchorage under this end, or ships may run on to Sauzon Road, or Palais. Belleisle may be seen at sea, when

when in 55 fathoms, and from aloft in 60 fathoms.

BELLEISLE, on the N. of the N. Point of Newfoundland, between it and the Coast of Labrador, is near the midst of the Strait to which it gives the name between the Atlantic and the Gulf of St. Lawrence. The N. point of it is in lat. 51 deg. 57 min. N. and the S. point in lat. 51 deg. 48 min. N. and both in long. 55 deg. 40 min. W. It is about 7 leagues in circuit, and on its N. W. side is a small harbour for small vessels, called Lark Harbour, within a little island, lying close to the shore. There is also another small harbour or cove, that will only admit fishing shallops, about 5 leagues from the Coast of Labrador.

BELLEISLE Strait, is the passage from the Atlantic Ocean to the Gulf of St. Lawrence in North America, between the S. E. part of New Britain and the N. W. part of Newfoundland island. Several rivers fall into this strait from the coast of Labrador, which has also several bays. Amongst others are Temple Bay, Red Bay, Black Bay, Brador Harbour, Shecatiga Bay, and others. The opposite coast also has several bays.

BELLESE River, or Rio Balis, is in the southern part of Jucatan or Yucatan, a peninsula of Mexico, in North America; which falls from the W. into the Bay of Honduras, about 10 leagues N. by E. from Collon's Point, and opposite the reef, called the Four Keys.

BELL Sound, at the S. end of Charles Island, which is a long narrow island. This sound has several creeks; and it is high land about it; and it is in about 77 deg. 12 min. N. lat. and 12 deg. 40 min. of E. long. on the coast of Spitzbergen or E. Greenland.

BELT Straits, are two well known straits, called the Great and the Little Belt, between the main land and Denmark and the large Islands of Funen and Zealand. The Great Belt runs out of the Baltic into the Cattegatte Sea between the two islands; and the lesser Belt between Funen Island and Sleswick or South Jutland.

BELT, the **GREAT**, between Zealand Island and Funen, at the entrance of the Baltic, is neither so commodious, nor so much frequented as the sound.

BELT, the **LITTLE**, is to the W. of the Great Belt, between Funen and Jutland, and is also one of the passages from the German Ocean to the Baltic, but

very crooked, though it is not 3 miles in breadth.

BELVEDERE, on the W. coast of the Morea, the **CALLOSCOPIUM** of the Turks, near Cape Tornese, in lat. 38 deg. 0 min. N. long. 21 deg. 50 min. E. is the place from whence the Belvedere raisins are imported. It is on the peninsula, round the S. end of Zante Island and nearly E. from thence.

BEMBRIDGE Point, at the eastern extremity of the Isle of Wight, and in lat. 50 deg. 40 min. N. and long. 1 deg. 5 min. W. is a well known situation to seamen, off which lies a ledge, which makes it necessary to give the point a good birth in going round it, as it runs off more than two miles into the sea to E. N. E. it must not be approached nearer than 7 or 8 fathoms, and when the Culver Cliffs in turning to westward hide the N. E. part of the island, is a mark for being within the shoal. It is high water at 10 h. 15 m. at spring tides. In coming from the eastward, to avoid the ledge, which is about 10 miles from the Owers, bring St. Helen's church at W. S. W. about 2 miles and a half distance, when you may anchor in 7 or 8 fathoms.

BEMICARY Point and Bay, are between Dry and Milk River, about N. W. by W. from the pitch of Portland, the S. extremity of the Island of Jamaica. The coast from hence till you come within the point of the bay, is a rocky shoal; it must therefore have a good birth, not less than 7 or 8 fathoms till you are full S. of it, and clear of the W. end of the shoal, when run in pretty near the shore, where is good anchorage. The point, or E. limit of the bay, is in lat. 17 deg. 55 min. N. and long. 77 deg. 17 min. W.

BENCH Island is within the S. E. point of what is called South East Bay, in the southern part of New Zealand. See **SOUTH EAST Bay**.

BENCOLEN, in the Island of Sumatra, in the East Indies, is situated on the S. W. side, and is particularly famous for the quantities of pepper which come from it. This port is in lat. 3 deg. 49 min. S. and long. 102 deg. E. But some accounts assert, that its lat. is 4 deg. 5 min. S. and long. 101 deg. 5 min. E. We insert both, to put seamen on the look-out in time, though we give our sentiments in favour of the former. We shall give an account under

Priaman,

Priaman, in what manner to approach this coast from the N. W. Off this port, but near the main, is Sea Coast Island, where is anchorage in 7 fathoms; but to ride in Bencoolen Road, bring that island and port to bear S. E. and N. W. the union flag staff on York Fort 2 leagues E. by N. 1-4th E. and Sillabar Hill N. E. 1-half E. 10 miles, which marks point out the best of the road in 10 fathoms.

BENDER Congo, is that point of Arabia Felix which forms the Persian Gulf, and breaks the fury of the ocean. It has a very safe road for ships, and has depth of water for large vessels; to which, therefore, all nations trading that way resort. But the English and Dutch go to Gombroon. The coast of Zulphur, opposite to it, though 40 miles distant, may be seen in a clear day.

BENDERMASSON, is a town of Asia, and the capital of a kingdom of the same name in the Island of Borneo, possessing a good harbour. It is in lat. 2 deg. 40 min. S. and long. 113 deg. 40 min. E. See BENIAR.

BENDOAN Island, is 5 leagues S. W. from Cape St. Martin's on the coast of Spain in the Mediterranean, which lies to the S. of W. from Yvica Island. It is N. E. from Altea, and forms the limit of the Bay of Calp or Carpi, of which the Mount so called is the S. W. limit. See ALTEA and *Cape St. MARTIN*.

BENDORF Road, on the W. Coast of Ireland, is the easternmost of the roads between Ballyshannon and the Island of Murry, or Enismurry, as Bundat is the more western. In both of them ships may ride with safety. See BALLISHANNON.

BENECARLO, BENECALON, or BENICARDO, as some French charts have it, is N. W. from Peniscola Point, on the coast of Valentia in Spain, in the Mediterranean; it is on a bay to the N. E. of the Gulf of Valentia, and N. of Peniscola. But it has no good road, and therefore ships usually lie at Peniscola. To the N. E. of Benecardo is Vinerora, about a league. See VINERORA.

BENEGUET Island, is one of the Islands between Ouessant Island and St. Matthew's Point, on the coast of France. See BELANCE Island.

BENET Cape and Bay, on the S. side of the western Peninsula of St. Domingo Island, forming with the line to Petit Goave on the N. side, the narrowest part

or isthmus. It is nearly in lat. 18 deg. 20 min. N. and long. 72 deg. 47 min. W. and at the bottom of the bay to which it takes its name. The Cape is the W. Point of the Bay, and Cape Jacquemel the E. Point, nearly E. and W. from each other.

BENETTO River, on the Island of Ceylon, in the East Indies, is 2 miles S. from Barberain Island, having on its S. side a small fort upon a hill, under which is a good road in 15 fathoms. About 4 leagues off shore is 28 to 30 fathoms, and a little farther S. at that distance is no bottom. It is towards the S. W. part of the island. See BARBERAIN.

BENGAL Bay, is a large Gulf of the Indian Ocean between the two Peninsulas of India; being bounded on the N. by the coast of the kingdom of Bengal; on the E. by the kingdoms of Aracan, Pegu, Siam, the Peninsula of Malacca or Malaya, and part of the Island of Sumatra; on the S. by the Great Indian Ocean; and has the coasts of Orixá, Coromandel, and Ceylon Island on the W. The Ganges and various other rivers discharge themselves into this gulf; it contains many islands, and abounds with bays, harbours, and port towns. Its widest extent is about 86 leagues, and its length about 72 leagues. In a more confined view, it may be said to begin only at Cape Palmyras. See BALLASORE and *Cape PALMIRAS*.

BENGASE or BERNICHE Port, on the Coast of Africa, is nearly W. from Cape Razat or Rufata in Barbary, in the Mediterranean. It is nearly S. from the most westerly point of the Island of Cephalonia, in lat. about 32 deg. 34 min. N. and long. about 20 deg. E. It has several small islands on each point of its entrance.

BENGO Bay, on the S. W. coast of Africa, is about 8 leagues S. E. from the River Danda, with the land low and the shore steep. It is in lat. about 8 deg. 30 min. S. and long. about 12 deg. 30 min. E. You may anchor in 10 fathoms. See DANDA.

BENGUELA Cape and Bay, is 10 leagues N. from Sombrero, having a bay of the same name of which it forms the S. point. The land of this bay is all low, except one hill which falls steep to the sea side, thwart of which is not above 6 fathoms and a half, though there is 17 or 18 off the Cape, and muddy

muddy ground. The Cape near the shoals is low, even with the water, and full of trees. From the Cape to Fort Benguela is 5 leagues S. E. by S. This is the southernmost of the two mentioned in the next article.

BENGUELA River, on the S. W. coast of Africa. There are two of the name, the Old and New; the first in lat. 11 deg. 5 min. S. and about 11 deg. 30 min. E. Some accounts make it to be 14 deg. 5 min. E. but we believe these to be erroneous. It is about 47 leagues S. from the Island Loango, 20 leagues S. from Cape Ledo, and 100 leagues N. of Cape Negro; where there is a good harbour. The kingdom so called extends from Cape Ledo on the N. in lat. 9 deg. 20 min. S. to Cape Negro on the S. in lat. 16 deg. 30 min. S. The other in 12 deg. 8 min. S. and long. 12 deg. 20 min. E. noticed in the preceding article.

BENGUET Island, is S. E. from Uliant. See **BELANCE** and **BENEGUET**.

BENJA River, on the coast of Africa, is 3 leagues E. N. E. from Ampenie. A cable's length and a half from Fort St. Jago to the E. of Castle de Minas or St. George, on a creek of this river, is the road in 8 fathoms. It is also E. from Commenda.

BENJAERT Sand, on the coast of Zealand, lies in the way to the Veer Gat Channel. To avoid it in coming from the northward, run right S. for West Chapel, till Middleburgh come over East Chapel, on the E. side of which direction it is. If a ship comes at all to the W. of S. it will strike this sand, which lies to the N. of the Veer Gat Channel, running out from the W. end of Schonen. See **VEER GAT** and **VELT**.

BENIAR River, or **BENDERMASSIN**, in the Island of Borneo in the Indian Ocean, where it falls in at the S. extremity, and forms a large bay at its mouth. But the River Tatas from the E. part of the Island joins it here, and causes a strong eddy, so that ships cannot conveniently anchor, unless they stand over towards the W. shore, or run up within the mouth of the Tatas. The town of Bendermassin at its mouth is in lat. 2 deg. 40 min. S. and long. 113 deg. 40 min. E.

BENIDORME Mount and Cape, is about S. S. W. from Cape St. Martin, and the S. point of Altea Bay projecting

eastward from the town from which it has the name; to the S. of which is the Island of Benidorme 2 miles off, and anchorage within it, at the N. end of Alicant Bay, on the E. coast of Spain in the Mediterranean. See **ALICANT** and **ALTEA**.

BENIEN, or **St. MICHAEL'S Bay**, on the N. Coast of the Island of Ouessant or Uliant, is a good clean bay, and deep water.

BENIN River, on the coast of Africa, is 11 leagues S. E. from the River Pri-meira. Many small rivers make their way into the sea on its W. side; and for above 2 leagues and a half over the channel it is flat before the river, not having more than 14 or 15 feet, with muddy ground and dangerous. The channel into this River Benin, or Formosa, is close by the S. E. point, when the great shoal will be on the larboard side; in the narrowest part of which is a little sandy bay on the starboard, and at the point within it is a good road in 8 fathoms, and water sufficient all the way.

Two rivers fall into this river on the west side, the second of them is very considerable, and has a deep but narrow channel, up which ships may sail 14 leagues; on its bank stands the city of Arguna. On the E. side, the great town of Benin, or Gaton, is situated 13 leagues farther up; to which European shallops go up in a good channel. It is 40 leagues N. E. from Whida, and in lat. 7 deg. 30 min. N. and long. 5 deg. 4 min. E. But the entrance of the river is in lat. 6 deg. 38 min. N. and long. 4 deg. 47 min. E.

St. BENNET'S Haven, lies between Cape Farela or Frehel, and the Island of Briack or Brehaut, which is 8 leagues N. W. by W. to the W. of St. Maloes on the coast of France in the English Channel. See **St. BRIEUX**.

St. BENNET'S River, which is very shoal, is 7 leagues S. by W. from a hill on the S. W. coast of Africa, on the S. side of the river Campo. On the N. point of this river stands a great hill, called the Hayburn. A reef trends along the coast on the W. side of this river, with some cliffs both above and under water, to the inward part of the river. It has 4 or 5 fathoms at the entrance, between two steep points. See **CAMPO**.

BENZIE Island, up the river of its name, within Sierra Leone, on the W. coast

coast of Africa. See FRENCHMAN'S Bay, and SIERRA Leone.

BEOLIPA Gulf, on the E. side of the strait of the Dardanelles, near the opening into the sea of Marinora, at its S. W. end.

BEOSTER Island, one of the Shetland islands, between which and Green Island, out at the N. end of Brassa or Brasy Sound is a good channel quite out into the sea. See BRASSA.

Cape BEOTIA, within the island of Negropont, and to the N. of Corinth, on the N. side of the peninsula, stretching S. E. from Corinth. It is on the E. side of the country of Greece, and about E. N. E. from the bottom of Lepanto Gulf, which separates nearly the Morea from Greece.

BERBICE River, on the coast of Guiana, in South America, is about 15 leagues S. E. from Demerary River; a bay is formed at the entrance of a mile wide, having the small island called Crab or Krabben Island in the middle. On both sides of this island is a channel for ships; of these the eastern one is defended by a fort, but the western one is not. The bar, at its entrance, has seldom more than 16 feet water at high tide; but vessels of burden may sail within for 200 miles up. It is in lat. 6 deg. N. and long. 58 deg. 40 min. W.

BERBY, a town of Africa, on the western coast, 6 leagues E. by N. from Thaho or Thuho, where is anchorage at a league from the shore, in 13 to 15 fathoms, and good ground; but it is very foul near the low point to the eastward. It is on the Tooth coast, to the N. E. of Cape Palmas, in lat. 4 deg. 30 min. N. and long. 5 deg. 12 min. W. It is here a mountainous coast, and very uneven.

Cape BERDA, or **BERDINSKAYA**, in the Azoph Sea, is the E. point of a large bay, of which Cape Wisarionova or Bessarionova is the W. point. Into this bay several rivers empty themselves. The coast trends from this E. point to the N. E. and it is in lat. 46 deg. 42 min. N. and long. 56 deg. 24 min. E. See Bessarionova.

BEREN Island, is 40 leagues W. from Corgo Island, in the gulf of Bassora.

BERENBORG or **BERENBURG**, otherwise called **JOAN** Main Island, in the North Seas, and near the coast of East Greenland, or Old Greenland, to the eastward, is in lat. 71 deg. 10 min. N. and long. 9 deg. 19 min. W.

BERENICE, or the modern **SUEZ**, a port town of Egypt, at the bottom of the gulf called the Red Sea. See **SUEZ**.

Point de BERG, or **HOLANA**, on the coast of Granada in Spain, in the Mediterranean, is between Modril on the W. and Almeria on the N. E. It is nearly N. from Alboran Island, about 16 leagues.

BERGEN, is a considerable port of Norway, open to the German Ocean, and one of the best harbours in Europe, as it is the principal trading-place in Norway. It is on the shore of the bay called Waag, defended by high mountains on the land side, and the harbour has several forts and castles towards the sea. It is near 70 leagues N. W. from Gottenburg, and 110 from Copenhagen; and in lat. 60 deg. 5 min. N. and long. 5 deg. 45 min. E. To sail for Bergen, keep out at sea into the same parallel of latitude, or directly W. from it, and then stand in for Jelleford, leaving the island of Aland on the larboard, and get between it and the Reefstone, and so up to Bergen, which is in sight. See **ALAND**. In coming from the northward, ships may go into Bergen through Harleford, a channel between Harle Island and the main, and comes in S. S. E. and S. by E. to Aland from the ocean.

BERGEN, the capital of the Island of Rugen, in the Baltic, near the coast of Pomerania, is in lat. 54 deg. 15 min. N. and long. 14 deg. 2 min. E.

BERGEN op **Zoom**, a port on the river of Zoom, at its influx into the Scheldt, and is situated near the E. shore of that river, in Dutch Brabant, in lat. 51 deg. 30 min. N. and long. 4 deg. 5 min. E.

BERGH or **BERGHLAND** Island, on the N. of Nassau Island, is off the S. W. coast of Sumatra Island, in the East Indies, in about 2 deg. 50 min. S. lat. and 100 deg. 0 min. of E. long.

BERKA, or **BERKU**. See **BARRACOO**.

Arian BERKER's Creek, is a sand which shoots off from the land to seaward to the S. of Blenk or the S. Sand Hill, on the coast of Holland. It is situated to the S. of the Land Deep Channel into the Texel, the coast here trending nearly N. and S. from the Maes to the Texel. Come no nearer the shore than 4 fathoms and a half, to avoid the rail of this sand, and run along to the outermost buoy. In coming from the sea with a large wind, keep the great beacon upon Huysdoun over Dirkcome's Sand Hill, which is a little to the S. of Kickdown, but not so high;

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high; sail right in with it to the outermost buoy, which has 4 fathoms and a half at low water, and nearer to the westward grounds or S. Sand. Leave this on the larboard side, and run along to the E. of it, betwixt it and the shore, to N. E. and N. E. by N. Avoid the shore, and there is no danger; but edge off more particularly thwart of Kick-down, or a little S. of it, to avoid a shoal lying there at a small distance from shore.

BERKLEY'S Point, is on the N. side of Lord Egmont's Island or New Guernsey, the principal of the group called Queen Charlotte's Islands, in lat. 10 deg. 40 min. S. and long. about 164 deg. 10 min. E.

BERKLEY'S Sound, Falkland Islands, lies between two low islands, nearly at their E. end, which are about a mile from the main. In the S. part of the sound is an opening, apparently a harbour, and about 3 or 4 miles S. of Cape Pembroke, its S. point, and 4 miles from the main, are many rocks above water, on which the sea breaks very high, as there is a great swell to the S. The deepest water is at the S. E. part of the Sound. It may be seen at 3 leagues distance, and will contain a thousand vessels from the entrance to the islands in the middle of it, and as many more to the westward of the islands, and sheltered from all winds. The channel of the tide through the Sound is between the islands, and there is a good depth of water from 4 to 10 fathoms in most parts. Near the S. W. end of the Sound is a good watering-place; St. Louis, a French settlement, is at the N. W. end. It is about 6 leagues from E. to W. within land, and every where a good muddy and sandy bottom. It is about 2 leagues wide at the entrance, but contracted by a pretty large island at a distance from the S. E. point; though a ship may run in under full sail. No part of the islands affords any wood; but there is plenty of fish, geese, fowls, and penguins. The French call it Acaron Bay.

BERMEJO Island and Port, on the S. W. coast of South America, is about 2 deg. N. a little W. from Lima. It is 4 leagues distant from Mongon on the N. and 6 from Guarnsey Port on the S. The hill called las Tetas de Bermejo, to the S. of it, is so called from its appearance like a woman's breasts. The island, which has no passage, but only shoals, between it and the shore, which are some-

times nearly dry, is a small white island, in the middle of which is a bay, that makes with two points. The land from hence to Mongon is high and in hillocks, with large spots of white sand. It has a good harbour, and fine fresh water at a small distance from shore, in a little well about half a fathom of water in depth; but at 10 or 12 paces from the sea there is every where tolerable water, if you dig but a yard deep in the sand. This harbour is known at sea by a great thick high hill with a cleft in it, which runs down southward to the sea-side; and on the N. side it is almost perpendicular, and as steep as a precipice.

BERMUDA Islands, in the middle of the Atlantic Ocean, extend from N. E. to S. W. about 15 leagues, the whole shore being surrounded with rocks, which make it very dangerous to come near them in the night or in dark weather; many of them lie at a great distance from the islands, most of which are covered at high water, but are dry with the ebb. If you approach these islands towards the evening, stand off and on during the night, and come-to in the morning. They may be seen even at high water, if near them in a boat, as the tides do not flow above 5 feet. At the N. E. point of the main island are so many small islands and rocks, which so strangely inclose that part of the island as to form the great bay, called Southampton Bay, the best harbour of these islands. An arm of land also stretches out with a hook from this point, so as almost to meet with another point of land, which makes Harrington Sound; and on the S. side is another arm or hook, fenced by several islands to Spanish Point, inclosing the Great Sound, having several smaller harbours in it. See HARRINGTON Sound, GREAT Sound, &c. The N. point of these islands lies in 32 deg. 35 min. N. lat. and 63 deg. 28 min. W. long. and it is high-water at spring tides at seven o'clock. They are 240 leagues S. E. from the capes of Virginia; and 280 leagues E. from Ashley River, in South Carolina.

The currents from the gulf of Florida towards the N. E. are here very strong, and require much attention on approaching these islands. In these latitudes also the seas are frequently very tempestuous, and subject to violent and sudden gusts and storms, which may probably be occasioned by their proximity to the trade-winds between the tropics, and the variable

riable limit of the prevailing winds from opposite directions. They are frequently called Somers Islands from Sir John Somers, who was shipwrecked here.

BERNAL, a noted hill on the W. coast of New Mexico, near the coast, and four leagues W. S. W. of the burning mountain of San Salvador. It is in lat. about 13 deg. N. and about 93 deg. of W. long. The general course of this coast is about W. N. W.

BERNARD, the S. end of a small sand between Southwold and Leostoff, on the coast of Suffolk, of which the N. end is called Newcomb, a little mile from the shore; within which small vessels may pass in good weather, and a full sea. Come not nearer than five fathoms; for though the shoalings are good, it has not above 3 or 4 feet water at low water. It runs from off the N. of Covehith to Peakfield. On the outside of it come no nearer than 9 or 10 fathoms, as it is very steep. When East Nefs bears W. N. W. you are S. of the shoal; and when Covehith Steeple bears S. W. by W. you are two leagues N. of it, but at W. right athwart the S. end of it. To clear the N. E. end, keep Southwold Steeple open off the S. end of the cliff till Leostoffe Mill opens to the northward of the town. See **LEOSTOFFE**.

BERNARD River, on the W. coast of France, is one of those which fall into the bay within the island of Belleisle.

Bahia de St. BERNARDO, or **St. LOUIS Bay**, in the N. W. part of the gulf of Mexico, in lat. 28 deg. 45 min. N. and long. about 96 deg. 20 min. W. A long but narrow island lies before the mouth, with a channel at each end of it into the bay, in the direction of N. E. and S. W. parallel to the general turn of the coast of the main.

BERNEUT Bay, is at Point Quiberon, on the coast of France; the N. limit of the great bay so called. The coast from hence turns round an eastern point to the N. and N. E. into this larger bay.

BERRY Head, a noted promontory on the S. coast of Devon, being the S. W. limit of Torbay, and runs far out S. into the sea. Off this head is a rock, called the Berry Rock; but it is out of the fair way of the entrance into the bay. Dartmouth Port is 2 leagues to the westward; and the Start about 4 leagues to the S. W. of that.

BERRY Haven, is about a mile S. of the entrance into Donegal Haven, on the

W. coast of Ireland, and 5 miles N. N. E. from the haven of Ballishannon. It is only fit for small vessels.

BERRY's Islands, a small cluster of islands on the N. W. point of the Great Bahama Bank, in the channel of Providence, in lat. 25 deg. 50 min. N. long. 75 deg. 40 min. W. They lie N. N. W. 18 leagues from Providence Island; in sailing to which through the gulf these islands must be weathered. From Berry Islands to the Bahama Island on the lesser bank it is 33 leagues N. W. by N. passing about seven leagues to the eastward of the W. end of the great bank.

BERTHEAUME Point, the W. limit of the bay so called, is about a league and a half E. from St. Matthew's Point, without the entrance into the road of Brest. Within the point on the W. side of the bay are the castle and rock of Bertheaume. What is called the road is due E. from the point, where is good anchorage in N. and N. E. winds in 10 or 11 fathoms.

BERTON Road, is within Dalkey Island, at the S. point of the entrance into Dublin Bay, in Ireland. There is some shelter before the village of Dalkey for ships in a S. E. wind; but if it is more easterly, they lie in the open sea, in 8 or 9 fathoms, and the nearer the island the deeper. To the W. beyond the village, the ground is foul and sharp. See **DALKEY**.

BERVA or **BRAVO**, on the eastern coast of Africa, in about 2 deg. N. and S. W. from Magadasha River.

BERVIE, is a town and port of Scotland, in the county of Mearns, on the E. coast, between Montrose and Aberdeen, and about 4 leagues from the latter, in lat. 56 deg. 40 min. N. and long. 2 deg. W.

BERWICK upon Tweed, is washed on the E. and S. E. by the sea, and on the S. W. by the river. It has but an indifferent harbour, and it is not navigable very far within it. The bridge is within a mile and a half of the bar at the mouth of the river, though the tide flows about 4 miles above the town. Some accounts say, that ships which draw more than 12 feet water cannot pass the bar; and that there is no good riding in the offings near it. Others, which perhaps are nearer the truth, inform us that though there is but 6 or 7 feet on the bar at low water at spring-tides, that the tides rise 18 feet, making a depth of

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more than 4 fathoms at high-water; and farther, that there is good anchoring without the bar in the road, in 5, 6, or 7 fathoms. The salmon fishery is here very remarkable; besides which it sends to London many articles of provision. It is in lat. 55 deg. 45 min. N. and long. 1 deg. 55 min. W. It is high water here at spring-tides at half past two o'clock. The flood here sets to the southward, and the ebb to the northward along the shore. By the late act of parliament of 1795, for raising 20,000 seamen for the navy from the different ports of Great Britain, this place is to furnish 43 men.

BERYART Sand, has a buoy on its easternmost point, which must be left to larboard, in sailing for the point of Schonen Island, in Holland; and on the starboard side is another buoy, with a tail on the point of the Poolvoot, between the island of Schonen and Oresand. All the buoys with tails are to be left on the starboard side, going in; those without tails on the larboard.

BESBOROUGH Island, on the N. W. coast of America, near Norton Sound, is 15 leagues S. 52 deg. E. from Cape Denbigh. It is under the E. shore, and about 6 or 7 miles from the continent. See **CAPE DENBIGH**.

BESHITTEN Islands, on the W. coast of Africa. See **PURGAT** Bank.

BESONS Rocks, are two small rocks off the W. point of Cornwall, bearing W. S. W. from Cape Cornwall, and N. N. E. from the Long Ships. Their northernmost part is higher than the other; and between them and the cape is another less, but always above water. Ships may sail within them without danger.

BESSARIONOVA Cape, or **WISSARIONOVA**, in the sea of Azoph, is in lat. 46 deg. 35 min. N. and long. 36 deg. 46 min. E. It is shaped towards the W. like a horn or volute, and within it to the N. W. is a bay. Cape Berdinskaya is the E. point of a large bay, of which this is the W. point. See **BERDINSKAYA**.

BETANCOS, or **BITANZE**, on the coast of Spain, about 7 leagues S. of Ferrol, has a good harbour on a bay at the mouth of the river Mandeo, in lat. 43 deg. 15 min. N. and long. 7 deg. 56 min. W. See **BITANZE**.

BETHANG Cape, is on the coast of Chinan or Quinam, off which is Pulo or Island Canton, which is about 9 or 10

miles from the coast, to the N. E. from Buckhorn's Bay, that is S. from this cape. Its lat. is about 16 deg. N. and long. about 108 deg. 30 min. E. There are several rocks near the cape, some of them lying under water; keep a good offing to avoid them in 30 to 34 fathoms, where is clean ground, but come not too near the Island.

BEVERLAND Islands, are two, called the N. and S. of which the latter, which is much the largest, divides the E. from the W. Scheldt, and the two points of its W. end approach to the channels opposite to the ports of Armuyd and Flushing. The N. Beverland, which is small, is S. of Schonen Island, and on the S. side of the channel of the E. Scheldt, that here runs westward into the sea.

BEVERLAND Island, in the Meuse River, is S. from Iffelmond, and its capital, so called, is 4 leagues W. from Dordrecht or Dort.

BEVERLEY, is a town of New England, in North America, on the N. side of Salem Bay. It is nearly N. N. W. from Marble Head Cape, about 2 leagues, having the E. point of Salem between them. Its lat. is about 42 deg. 38 min. N. and long. 70 deg. 42 min. W.

Little BEVERS, to the W. of Point de la Hune, on the S. coast of Newfoundland Island, in North America, is between Cape de la Hune on the E. and Cape Raye on the W. a distance of 20 leagues; the last is the S. W. point of the island.

BEUF Bank, the W. end of which begins about 3 or 4 miles E. from the easternmost of the Anqueties. It lies about a league to N. E. by N. from them, and has a rock upon its N. end, which appears dry at low-water. The channel to clear both is, after passing the N. E. part of Jersey, at 2 or 3 miles distance, in a S. E. course, till off St. Catharine's Bay, on the E. side of that island, to steer more southerly, keeping about two leagues from the island, till it is clear; from hence due S. will carry a ship between, and it may run on till St. Clement bears W. N. W.

To avoid it by a more eastern channel, steer S. by E. from the Race of Alderney along shore, a league or a league and a half from it, till off Carteret Point; from thence edge more westerly, to S. S. W. or S. W. by S. between Fel Bank and Grune Bank, and then S. easterly between Fel Bank and Ecrebon Rocks, which will carry

carry a ship through between the Beuf and the main. But for this course the seaman should know the coast; for it is necessary at 4 leagues S. of Carteret Point, when past St. Germain's, to keep 4 or 5 miles from shore, which there is full of rocks, islands, and foul ground, to that distance.

BEWLEY or **BEAULIEU** River, a river of Scotland, which forms the famous Estuary on which Inverness and Fort St. George are situated. It terminates to the E. in the Frith of Murray, at the mouth of which is Kilslock Ferry, and near it a good salmon fishery.

BEYIERS, on the Coast of Languedoc in France, in the Gulf of Lyons in the Mediterranean, is N. E. from Narbonne, and at the N. E. limit of that gulf. It is within the river, which falls into the sea S. W. from Agde, and in lat. 43 deg. 21 min. and long. 3 deg. 13 min. E.

BIANCO Cape Strait separates the continent of Asia from the Island of Scio, or Scyros in the Archipelago; it is 3 leagues W. and has Mytilene towards the N. and Naccaria Island on the S. See Scio, &c.

BIBORA River and Bay, is to the E. of Cartago Bay, on the main land of Honduras. It is not large, and ships of burden cannot go in. From Cape Gratia Dios it is N. W. and Cotroe Bay is to the W. between it and Cartago Bay. Its lat. is about 14 deg. 20 min. N. and long. 83 deg. 45 min. W.

BIDASOA, or **VIDASOA** River, near Fontarabia in the Bay of Biscay in Spain, of considerable breadth, is here the boundary between that kingdom and France. It is high water here at half past three.

BIDDEFORD Sound, is the same with Barnstable Bay, the town by which it is thus named being about 6 miles up the River Towridge, from the mouth of the harbour. See **BARNSTABLE** and **APPLEDORE**. It is said to have been anciently wrote, *By the Ford*, as there was a ford just above the bridge, and ships of considerable burden may pass through the arches, if the masts are taken out. Pleasure-boats can go up or down the channel at low water; and ships of 100 tons burden can lay along-side the key. It is in lat. 51 deg. 6 min. N. and long. 4 deg. 15 min. W. It is high water at the bridge at 6 o'clock at new and full moon; but the wind varies the time

considerably, as it alters the height of the tides, which are sometimes so full with a strong S. W. wind, as to overflow the key, and choke up the arches of the bridge, so that the smallest boats cannot pass. In stormy weather, it has sometimes fallen a foot after high water, and risen again as high as before. A common spring tide, without the concurrence of winds, usually covers the marshes. Ships load and unload in the very heart of the town.

A quota of 48 men for the use of the Royal Navy of Great Britain is to be furnished from Biddeford, by the act of parliament of 1795, for the purpose of raising 20,000 men in the different ports of Great Britain.

BIDEFORD, on the Coast of N. America, is at the W. point of the mouth of the River Salco, which falls into the bay so called, having Black Point for the N. E. Point and Cape Porpoise for the S. W. point. Its lat. is about 43 deg. 50 min. and long. 70 deg. 25 min. W. being 10 miles N. from Wells, and 20 S. from Brunswick.

BIELO SERAIS Kaya. See **BALLY SERAY**.

BIEQUE Island, **BORIQUEN**, or **CRAB** Island, is one of the Virgin Islands in the West Indies, 6 leagues long and 2 broad. It is only 2 leagues E. from Porto Rico, and has a good road on its S. side in lat. 18 deg. 2 min. N. long. 65 deg. 50 min. W. See **CRAB** Island.

BIERVLIET Island, is a small island of the Scheldt, having a town of the same name, and is situated on the E. of the Island of Cadland, being about 4 leagues E. N. E. from Sluys.

BIGBERRY, or **BIGBURY** Bay, on the S. Coast of Devon, is formed by the Bolt Tail on the E. and Stoke Point on the W. in the direction nearly of N. W. by W. Round Stoke Point to the N. W. is the entrance into Plymouth Sound.

BIGGS Bay, in the island of Jamaica, is on the S. side, and to the E. of N. from Portland Point, which is the southernmost point of the island. West Harbour is between this bay and the point; but both of them are open to S. and S. E. winds. All this part of the coast, at some distance from the shore, is full of small islands or keys, and shoals surrounding them. See **PORTLAND** Point.

BILBOA, the principal city of Biscay on the N. coast of Spain. The tide into the

the River Ibaicabel here forms a secure and much frequented harbour. It is in lat. 43 deg. 30 min. N. and long. 3 deg. 10 min. W. It is about 2 leagues W. S. W. and W. by S. from Placentia, and has a bar over its haven, so that ships must go in at high water, which at full and change is about 3 h. 15 m. Off the E. point a reef shoots out, and some rocks under water; it appears white off at sea, is high and steep, and within the reef is anchorage in 7 or 8 fathoms between the point and the pier on the E. side. In this road ships lie landlocked for a N. W. wind; from which to the bar or river's mouth it is S. by W. a league and a half. It lies in close by the W. shore, on which are some houses; and when the two westernmost come one in the other, or when you can see through between the two easternmost which stand within the land, is the mark for the bar. Steer from hence due S. and S. by E. right with the castle Portogalletto, and along close by the castle, anchoring a little within it for a W. wind. From Bilboa Point to Castro is 4 leagues W. and 11 fathoms half a league from shore all the way. See BARMEA.

BILLITON Island, is to the E. from the S. E. end of Banca Island, to the E. of Sumatra, in lat. about 3 deg. 15 min. S. and long. 108 deg. E. nearly.

BIMINIS Island, amongst the Bahamas, to the S. of the Isaac Rocks, and on the W. side of the Great Bank near the Gulf of Florida, has a good harbour; it is in about 25 deg. of N. lat. and 79 deg. 35 min. of W. long. the length being 8 miles, and breadth nearly the same.

BIMLIPATAN, is a sea-port on the Coromandel coast, or W. side of Bengal Bay, in the East Indies. It is in lat. 18 deg. 10 min. N. and long. 83 deg. 15 min. E. It is above 20 leagues from Watfare Point, at about N. N. E. varying a point either way; keeping an offing of about 2 miles only, as far as Panary or Poaday. See PANARY.

BINARD Island, is a long and narrow island, on the N. coast of France, to the E. of Roteneuf Point, with entrances at both the E. and W. end, and within it a sound or bay. Two islands stand off from shore on its N. side. This is to the E. of St. Maloes, towards Cancale.

BING's Beach, is in the bay of Chelabucto in North America, between Halifax Town and Gorham Point, being to

the N. of the former. To the N. of these is America Point, the entrance into Bedford or Torrington Bay.

BINGAZI or BINCAZI, is a sea-port of Africa, on the coast of Tripoli, in the Mediterranean, in lat. 32 deg. 20 min. N. and long. 19 deg. 10 min. E.

BINGUT Cape and Bay, are about E. by N. from Algiers, on the coast of Africa, in the Mediterranean. Of these the latter is S. S. E. from the former, which is a projecting point, from whence the coast is southerly each way. Off the cape are some small islands and shoals, and the town of Bingut is at the bottom of the bay of its name. These are about 12 or 13 leagues from Algiers.

BINTAN Island, is one of the small islands at the S. end of the straits of Malaccas, and nearly N. from Lingan Island. In passing through these straits from the N. W. under which head the proper directions will be given, and entering the straits of Singapore, when the high land of Bintan bears S. S. W. come to anchor till the current favours, especially in dark and calm weather. Pedro Blanco, or the White Rock, lies off from it, which keep at S. S. W. and it will carry a ship clear off the sand which runs off from Johoar Head; this is steep, and in two casts of the lead from 23 fathoms a ship will strike. Come no nearer Pedro Blanco than 14 fathoms. See CARDAMUM.

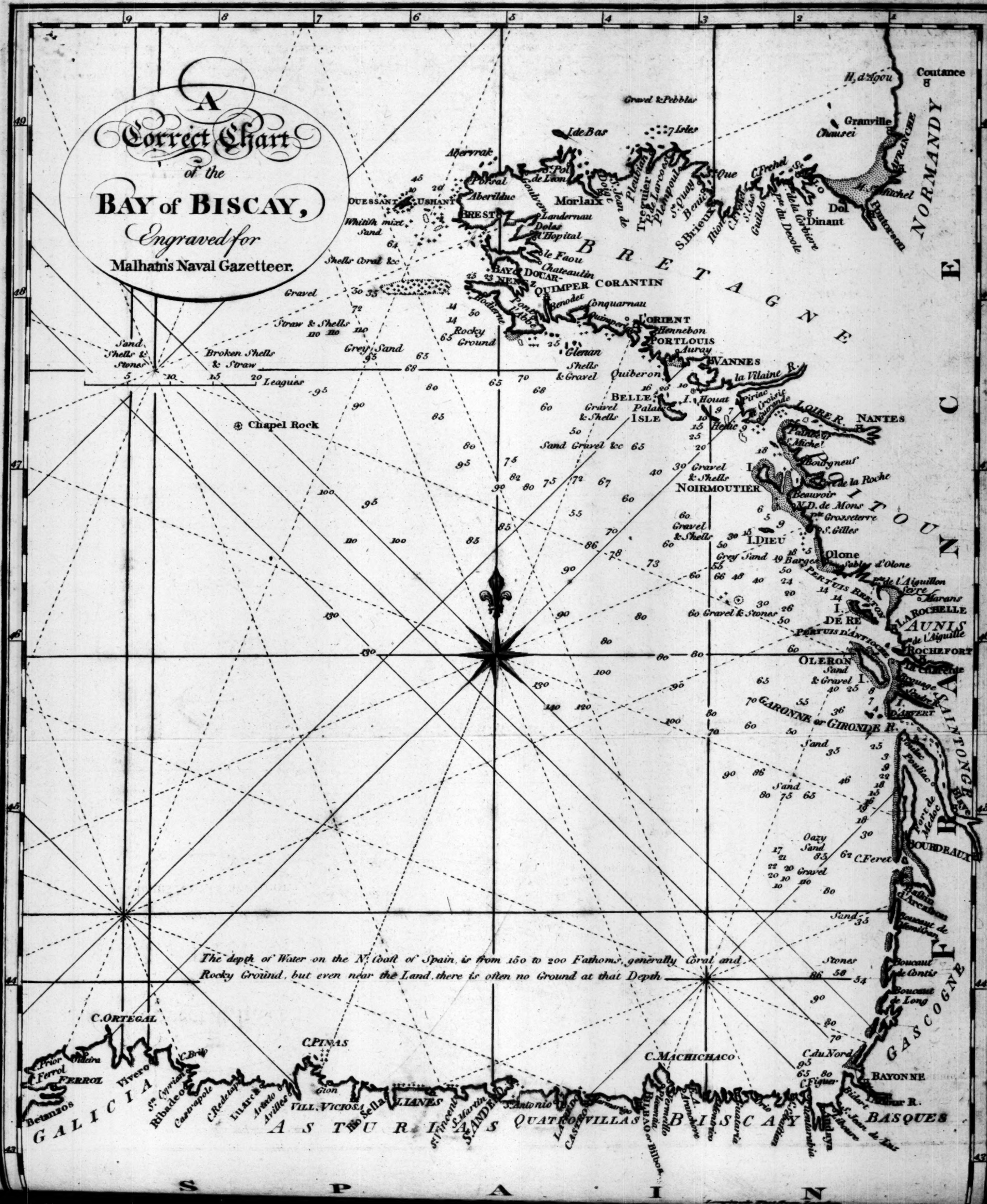
BIOBIO or VIOVIO River, on the S. W. coast of South America, in lat. about 37 deg. S. and long. about 74 deg. 40 min. W. There are two high rocks at the mouth of this river, called Tetas de Viovio, by which the entrance of it is known; for it is a large river, and has a wide inlet. A shoal of half a league from the W. side of an island, opposite to or even in the mouth of Lavapie Bay, called St. Mary's Island, bears with these rocks N. E. and S. W. Port St. Vincent, two leagues to N. N. E. from it, is a safe harbour, and secure against all winds but the W. this blows right in.

BIORKO Island, is within 3 miles of Stockholm, in the Baltic Sea, where formerly was the royal seat of Birka.

BIORNEBURG, on the E. side of the gulf of Bothnia, on the coast of Finland, is situated on a lake and on a long strip of land, 27 leagues N. of Abo. It is in lat. 61 deg. 47 min. N. and long. 20 deg. 10 min. E.

St. Bro

Correct Chart
of the
BAY of BISCAY,
Engraved for
Malham's Naval Gazetteer.



St. BROT Island, on the coast of France, in a line from the Curtois Bank to the bay of Beauport, and near two miles from the bank. See **CURTOIS**.

BIRD Islands and Chamel, on the N. E. of the island of Antigua, in the West Indies, towards the N. E. corner. The channel is narrow, which comes in between two shoals full of rocks, at S. by E. nearly, leaving two small islands pretty near on the larboard or E. side. Little Bird Island is considerably to starboard, with another contiguous to it, on the W. side of the channel; but Great Bird Island lies somewhat farther to the E. with a cluster at S. by W. from it. See **NORTH SOUND** Point.

BIRD Islands, on the coast of Newfoundland, is more than a league to N. W. from Flower's Point, on the E. side of the island, and has Cape Bonavista about 4 leagues towards the N. W. See **BONAVISTA**. They are between 2 and 3 miles N. easterly from Cape Largent. **BIRD** Island, is nearly N. W. from Cape St. Mary, on the coast of Nova Scotia, in Fundy Bay.

BIRD Island, in the S. Pacific Ocean, in lat. 17 deg. 48 min. S. and long. 153 deg. 35 min. W. being 10 leagues from the W. end of the Groups Islands. It is about 4 miles in circuit, with water in the middle, and low land. The variation here is 6 deg. 32 min. E.

BIRD Island, is close to the N. W. point of the main land of S. Georgia, which is called Cape North, and has Willis's Island to the N. W. of it, with a channel of 2 miles broad betwixt them. It is nearly in lat. 54 deg. S. and long. 12 deg. 23 min. W. See **WILLIS**.

BIRD Islands, 4 leagues N. W. from Cape Grenville, on the N. E. coast of New Holland; on the N. E. side of the northernmost of which is anchorage, a little off, in 16 fathoms. See **Cape Grenville**.

BIRD's Keys, a rock or island among the Virgin Islands, in the West Indies, is round, and about 2 leagues S. from John's Island; being so called from the quantities of birds resorting to it, in lat. 17 deg. 55 min. N. and long. 79 deg. 20 min. W.

BIRD's Rocks, in the gulf of St. Lawrence, near the W. coast of Newfoundland Island are in lat. 47 deg. 43 min. N. and long. 60 deg. 35 min. W.

BIRVIDAUX Rock, two leagues and

a half S. S. E. from Groa Island, is off Quiberon Point, on the coast of France. It is very dangerous, and is sometimes dry; several others are near it, which are always under water. Point de Croix is at the E. end of Groa Island; and when Point Lay, to the W. of Port Louis, is right over this point, and the northernmost windmill on Quiberon E. by N. it is the mark of being thwart of this rock.

BISCAY Bay, a well known bay, bounded by the W. coast of France and the N. coast of Spain, which may be considered as extending from Ushant Island on the N. E. to Cape Finisterre on the S. W. It is so called from the province of Spain, which forms the S. limit of the bay, and is the most northerly part of the kingdom of Spain.

Bay of **BISCAY**, on the S. coast of Newfoundland, between Cape Race and Cape Pine, on the E. side of a deep and large bay, of which these two capes are the limits. It is situated in about 46 deg. 49 min. N. and long. 53 deg. 4 min. W.

BISCAY Coast, has no particular set of the tides upon it, but has usually high-water about three o'clock at spring-tides. Within the rivers it is from half an hour to an hour later.

BISEGGO or **BISSAGOS**, on the W. coast of Africa, is S. E. from Point Baluma; towards which ships run with the latter ebb as far as Point Esclavos, which is a part of Biseggos, but broken off and appearing like an island. Then pass by Croas Biseggos, and go between two stony banks and shoals which come from the northward; after which turn to the S. side of Croas Biseggos, and run N. E. to Primero Point Biseggos, off which lies a stone bank, so that ships must not come near it. Run boldly up the river in mid channel, after passing this point. See **BALUMA** and **BISSAGOS** Islands.

BISERTA, on the coast of Africa, is a port town of Tunis, in the Mediterranean, about 13 or 14 leagues N. W. from Tunis, and 10 N. W. from the ruins of Carthage, in lat. 37 deg. 5 min. N. and long. 9 deg. 47 min. E. It lies S. E. by S. from Cape Carboniere, which is the S. E. point of the island of Sardinia. It was formerly the haven or port to the great city of Carthage.

BISHOP and his Clerks, are a cluster of dangerous rocks, near St. David's in Wales.

Wales. A light-house was erected on them in 1777 for the direction of mariners. They are N. from Ramsey Island about a league, and a league from the shore. The sides run very strong on this coast; and the land falls off eastward both ways from them. They are in lat. 51 deg. 57 min. N. and long. 5 deg. 20 min. W.

BISHOPS Headland, or *Morro del Obispo*, is 2 leagues S. from Cape Curaoma, on the S. W. coast of S. America; which point is generally made from the sea, to get to windward of Valparaiso, that the S. and S. W. winds which often blow strong here may not put ships beyond their port, as it would be difficult to recover their latitude but by running out too far to sea.

BISSAGOS Islands, off the River Grande on the coast of Africa, to the E. of S. from Cape Roxo. The coast falls off here from the cape S. E. off which are these islands surrounded by shoals, in about 11 deg. of N. lat. See **BISEGO**.

BISSUGA Bay, in the sea of Azoph, is N. E. from the entrance into Aktar or Baktar Bay, from the river so called which falls into it, and is in lat. 46 deg. N. A large island considerably within its mouth forms two channels on the S. and W. but the latter of them is the shortest into the bay.

BITANZE Haven, or **BETANCOS**, on the S. W. side of the River, and higher up on the same side as Corunna, near the N. W. point of Spain; where is anchorage on the W. side under a row of rocks, in 10 or 12 fathoms. Or ships may sail so far in as to have no sea in sight. See **BETANCOS**.

BIZER Island, is off the N. coast of France, to the E. of N. from Morlaix, between the Trepiedes and the Windmill at the N. E. corner of St. Pol de Leon. See **MORLAIX**.

BLACK Bay, between Falmouth and the Lizard on the S. coast of Cornwall, W. S. W. from the Manacles, and the head about S. W. and the western point of the bay.

BLACK Bull Point. See **BANTRY**.

BLACK or JENNY Buoy, at the going into Spithead, is about a mile and a quarter N. E. from Warner's white Buoy which lies to the N. of St. Helen's Road. It is on the S. of all the sands to the E. of the channel; from which ships may steer to N. W. by N. for Spit-

head Road, or to N. E. for about a mile, and then due N. for Langstone Harbour. It is sometimes called Dean Buoy.

BLACK Cape, on the E. coast of Newfoundland Island, is S. E. from Cape St. Francis, between it and Red Head, which it forms a small bay called Torbay. See **Cape St. FRANCIS**.

BLACK Ground is a very dangerous shoal, 12 or 13 leagues S. from the bay of Salinas, on the coast of Cyprus Island, to the N. of E. from Cape de Gat, its southernmost point. It has but 6 feet water on it; but the current and break of the sea, near and upon it, serve to discover it.

BLACK Harbour, on the W. coast of Ireland, is about N. E. or N. E. by N. from the Black Rocks to the W. of Achill Head, and about N. N. E. from the point of the Head, and is a deep harbour, through which to the northward is a narrow passage into Broad Haven.

BLACK Head, a point of land between Falmouth Haven and the Lizard Point. See **BLACK Bay**.

BLACK Head, a point of land on the S. coast of Ireland, to the E. of N. within the Old Head of Kinsale, towards that harbour, as laid down in some charts, but entirely unnoticed by others.

BLACK Head, on the S. side of the entrance to Galway harbour, within which is a bay, called Black Head Bay. From hence to Galway Road before the town, Mutton Island being on the larboard is 3 leagues and a half to N. E. by N. The black rocks lie nearly in the fairway on the larboard side, of which care must be taken in coming within a mile of the N. coast of the bay. See **GALWAY**.

BLACK Head, is one of the Heads between Fermowes harbour on the E. coast of Newfoundland and Agua Fort. Bald Head is the other. See **BALD Head**.

BLACK Head, on the S. coast of Newfoundland, to the W. of Cape Race, the S. E. angle of the island, and but half a league farther W. from Cape Pine, which forms the E. limit of the deep bay of St. Mary's, which goes in for 10 or 14 leagues to the N. See **Cape PINE**.

BLACK Head, on the E. coast of the northern island of New Zealand, to the N. N. E. from Cape Tumagain, is about 40 deg. 18 min. of S. lat.

BLACK Nefs, on the coast of France and in the English channel, is 4 leagues

W. from Calais; which is a foul point, and the shore is full of rocks almost all the way. From hence the coast trends S. to Boulogne 3 leagues; and at a league from the Nefs forms a sort of fair sandy bay, which is a good road, in 5, 6, 10, or 15 fathoms, at more or less distance from shore, and secure from easterly winds. Bring the steeple or village over the midst of the houses to anchor in this road. See St. JOHN'S. Off the Nefs, the flood-tide sets the 1st quarter to the land, and then N. N. E. but between it and Boulogne, the flood sets N. and by E. by the land and N. N. E. in the offing.

BLACK POOL, on the coast of Lancashire, is 25 miles S. from Lancaster. The coast here is a strait line for many miles, without either tree or hedge near it. The roads to it are good, and the beach is a beautiful level sand, with an extended sea before it. There is no fish here besides shrimps.

BLACK Point, on the W. coast of Africa, between Cape Cavallos and Cape Palmas, is about 3 leagues westward from Little Citriæ or Setry, and 8 leagues from Great Setry. To ride off, bring a high tree on the point to bear N. N. E. where there is good ground, and from 18 to 20 fathoms.

BLACK Point, on the coast of N. America, is to the S. W. of Cape Elizabeth, having the Bay so called to the N. E. of the Point. There are several Rocks off it, and it is also the N. E. limit of Salco Bay.

BLACK Point, is S. E. from Cape Chidley, the N. Point of the Labrador or New Britain Coast, in about lat. 59 deg. 20 min. N.

BLACK Point, on the coast of Spitzbergen, or E. Greenland, is in lat. 78 deg. 30 min. N. and long. 11 deg. 10 min. E. and in the direction of N. W. nearly from Bell Sound. The variation here is 10 deg. 42 min. W.

BLACK River, at the mouth of the River Tinto, 20 leagues to the E. of Cape Honduras, on the Spanish main, is the only harbour on the coast of Terra Firma, from Rattan Isle to Cape Gracias a Dios.

BLACK Rock, or Newland, off the mouth of Padstow harbour on the N. side of Cornwall. See PADSTOW.

BLACK Rock, off Liverpool, on the Coast of Lancashire. See LIVERPOOL.

BLACK Rock Point, within which trading ships come to anchor below the City of Corke, and mentioned under that Article. See CORKE,

BLACK Rock, is a very dangerous Rock under water about half a league S. E. from the Trunchin Rock, near the S. E. point of Ireland; the Trunchin being N. N. E. from the bigger Saltee, under which is a road on the N. W. side, and under the least on the E. side. In either of these is from 7 to 9 fathoms; and the road is over against a black Rock, which appears like a boat turned keel upwards. Come no nearer to the shore than 5 fathoms. See SALTEES.

BLACK Rock, about 2 leagues N. N. W. from Achill Head on the W. coast of Ireland, and S. S. W. about 6 leagues from an out point which lies S. W. by S. from the Stags. Ships may sail through between it and Achill Head, and also between it and Broad Haven island. See ACHILL and BROAD HAVEN. This is in lat. 53 deg. 55 min. N. and long. 10 deg. 52 min. W.

BLACK Rocks, in Galway Harbour, on the W. coast of Ireland, near its N. shore. See BLACK HEAD.

BLACK Rock, near the extreme N. Point of the island of Antigua, is between Humphrey's Bay and Boon Point, in lat. 17 deg. 5 min. N. and long. 61 degrees 58 min. W.

BLACK Sea, or EUXINE Sea, which separates a part of Europe from Asia, and communicates with the Mediterranean through the Straits of the Dardanelles, and Sea of Marmora, and lies to the N. and N. E. from Constantinople. It is bounded by Tartary on the N. has Circassia, Mingrelia, and Georgia on the E. Natolia and Asia Minor are to the S. of it; and Romania, Bulgaria, and Bessarabia are its western limit. The whole circuit has been estimated at 3800 miles, extending from the 42d to the 46th degree of N. lat. and from the 33d to the 44th of E. long. It is said to be a tempestuous sea, though little known to the western nations of Europe, and from thence it is supposed to have acquired its name; and being inclosed on all sides, its waves beat furiously on vessels within it, almost circularly. It has few good harbours, especially on its S. coast, which the Turks chiefly navigate.

BLACK Stone, a Rock on the S. W. of Torbay in the English Channel, betwixt that point of the bay and the new stone near the entrance of Dartmouth harbour.

BLACK Tail, a beacon about 3 leagues distant from the Nore in the River Thames, to the E. N. E. being the point

point of a long sand which runs down on the N. coast in an easterly direction, between which and the Nore buoy, it is all clear sailing. With a W. wind, keep nearer the N. shore, and veer off on the sand in 6 or 7 fathoms, or keep the hill to the W. of Benfleet open of Hadley land above Leigh, and this will lead down to the Black Tail. It is on the N. side of the King's Channel. Come no nearer to the N. side of the land than 9 fathoms, nor to the S. side, along the island of Sheppey, from Sheerness, than 6 or 7 fathoms. From Black Tail, the sands edge away to N. E. along by the Shoe Beacon and Whitaker, where these sands end. Keep the same distance from the sand on the larboard in sailing to N. E. and it is all clear; but between the Black Tail and the Shoe Beacon it is deeper and steeper towards the sand, so that ships may borrow off and on upon it in 6, 7, or 8 fathoms. See CANT Edge, SHOE Beacon, and WHITAKER.

BLACKWATER, an arm of the sea so called, below Malden in Essex, on the S. side of the island of Mersey. It forms a bay which makes a convenient harbour for ships.

BLACKWATER, is a River falling into Youghall Bay on the S. coast of Ireland, which almost crosses the County of Cork from W. to E. as far eastward as below Lisnore, when it becomes a considerable river, and turns full S. to Youghall.

There is another river in the N. of Ireland of this name; but it loses it in Lough Neagh, and therefore need not be farther described.

St. BLAES Bay is 4 miles N. from Sombello point to the W. N. W. from the gulf of Darien. The point of St. Blaes bears a point or two more towards the N. See DARIEN.

BLAKENEY, on the coast of Norfolk, between Cromer at E. by S. and Wells at W. by N. nearly, distant from the former 2 leagues and from the latter 3 leagues. It has a high square tower to the church, which, to go in, must be brought at S. E. and run in so into 5 or 6 fathoms within sight of the buoys. When this tower comes on with another small steeple, the first buoy of the channel, which lies at the S. end of the Pole and Piper Sand on the starboard side of the channel, will be seen. After sailing in between the buoys, run up to the beacons, and there anchor in 2 fathoms or 2 fathoms and a half; higher up,

ships ground at low water. Though almost dry at the ebb, the channel has 13 or 14 feet with the tide. The tides set to E. S. E. and it is high water on this coast at 6 o'clock at spring tides.

From this port 26 men are to be sent to the Royal Navy, by the authority of a late Act of Parliament for procuring 20,000 seamen from the various ports of Great Britain.

BLAKENEY Sand or Knock, is a small bank about 7 or 8 miles N. from Blakeney, and on the W. of the larger sand called Cromer Knowl. It has but 3 fathoms and a half on it at low water, but there is 4 fathoms within it, and on the outside or N. of it 5 or 6.

Cape BLANC or Blanco, on the W. coast of Africa, a noted point of land, in lat. 33 deg. 4 min. N. and long. 8 deg. 25 min. W. See BLANCO.

Cape BLANC or BARBERNOLA. See BARBERNOLA.

BLANCA Island, probably the island more usually called BLANCO Island near Margaritta Island off the coast of Terra Firma, in lat. 11 deg. 44 min. N. and long. 63 deg. 41 min. W.

BLANCA Cape, or BLANCO, on the W. side of S. America in lat. 4 deg. S. See BLANCO.

Cape BLANCH, the point to N. W. of Calais, in the English channel, almost opposite to Dover on the English coast.

BLANCH Island, frequently called White Island, on the coast of France, between the Seven Islands and Lanion Island and Haven, is one of the large islands which lie along the shore of the projecting coast to the N. E. of Morlaix.

BLANCHART Island. See ALDERNEY.

BLANCO Cape, on the coast of Barbary, in the Mediterranean sea, is a great square cliff, which is whitish with reddish spots, and appears at a distance like a wall; from thence it has its name. In coming from the E. along the shore, it opens when you have a steep point about a league W. of Tyre on your broadside.

BLANCO Cape, is a small point to the S. E. of Cape Corso, the westernmost point of Corsica Island in the Mediterranean, about 3 or 4 leagues. Between this cape and Cape Sagri, another small point, is a kind of harbour, which affords security from a W. or S. W. wind. See Cape CORSO.

BLANCO Cape on the S. W. side of Cyprus Island in the Mediterranean, near the coast of the Spanish main. Its N. point

point is situated in about N. N. W. from Cape Gatte, the most southerly point of that island, Cape Baffa is to the N. W. from it. See *Cape Baffa*.

BLANCO Cape, the S. end of Corfu or Cephalonia Island on the W. of the Gulf of Lepanto on the E. side of the Adriatic sea. A shoal runs off from the point a great way into the sea, which must be avoided in coming from the southward, by keeping close to the N. point of an island called Pachsu, till it bears S. W. by S. and till a high round mountain upon the main shews to the S. of Corfu Point, and another island also shews near the main. Keep these all at N. E. by N. and sail in with them into Corfu; but come no nearer the shoalings of the sand than from 10 to 6 fathoms, because it is foul and rocky, and uneven ground. This point is about 5 leagues N. from the Island of Zante. See *CEPHALONIA Island*.

BLANCO Cape, a high rocky point 4 leagues S. W. from Port Saxo, the ancient Tyre, at the E. end of the Mediterranean. An old decayed church is on the very point of the cape, built of white stone, and may be seen very far at sea. It is a good mark to shun a shoal or reef which runs out to seaward for near a league, and very dangerous; which is also a good mark to know the cape by. To the N. of the point also, and near the shore, is a square high tower; and by all these the coast will be readily known. It is also the N. E. point of a large bay, of which Cape Carmel is the S. W. point, distant 5 leagues to the S. W.

BLANCO Cape, or BLANC, in lat. 33 deg. 4 min. N. and long. 8 deg. 25 min. W. about 9 leagues E. N. E. from Cape Cantin. In coming along shore from the N. E. a very steep point is seen about a league W. from Tyro, without which no land is seen till you come very near it; on bringing it on the beam nearly, a large and remarkable square cliff, with white and red spots at a distance, apparently like a wall, is seen, which is the cape under consideration. See *BLANC*.

BLANCO Cape, also on the western coast of Africa, in lat. 20 deg. 55 min. N. and long. 17 deg. 10 min. W. is 60 leagues at N. by W. from Senegal River, and 16 leagues nearly S. from Cape Carabane. A great bay runs into the E. of the cape, where there is a good road, and there also is under the cape itself. To

come to an anchor go close by the cape, and come short about. In coming from the northward, there is no danger but what is visible. The currents here dash one against another with prodigious noise, which need not be regarded, any more than the fall of the water at the corner of the cape, which is 4 or 5 fathoms in a very short time; but there will remain 6 or 7 fathoms near enough to the cape for ships to come in. In rounding the cape, give no wind over, but sail as near as practicable, and yet you will be obliged to turn to get into the road. The S. point of the cape is very clean; from hence it is 3 leagues N. N. E. to Cape Canfado. It is high water on all this coast from 3 to 4 o'clock at spring tides. The sand called Blank Bank lies to the southward 2 or 3 leagues from this cape.

BLANCO Cape, on the Spanish main, and the coast of Terra Firma. It has St. Jago de Leon to the S. W. of it, and the Fort Caraccas is a little to the E. of it. The cape is the most prominent part of this coast towards the N. in lat. about 11 deg. N. and long. 66 deg. 30 min. W. See *CARACCAS*.

BLANCO Cape, on the coast of Brazil, on the E. coast of S. America, is between Cape Roque on the N. and Cape St. Augustine on the S. being the most eastern part of the coast, and nearly lying N. and S. Its latitude is about 6 deg. 50 min. S. and long. 35 deg. 33 min. W. Small narrow shoals lie along this coast, parallel to the shore, like the grounds off the Irish coast from Wexford to Dublin; within which there is not more than a fathom or a fathom and a half for more than 20 leagues. Without the shoals about a league, the sea is very clear, and has from 10 to 13 and 15 fathoms as far as off the River Guiryo, and then 7 to 9, and 4 to 5 fathoms close off the back of the sands.

BLANCO Cape, on the coast of Patagonia, on the E. side of S. America, and facing the S. Atlantic Ocean, is in lat. 47 deg. 20 min. S. and long. 64 deg. 42 min. W. Within sight of it is 40 fathoms with rocky ground; and when it bears W. S. W. half S. 4 leagues off, you will tail a shoal, which changes at one cast from 13 to 7 fathoms, but soon deepens from 17 to 42. When it bears W. N. W. 6 leagues off, and a remarkable double saddle hill W. S. W. 3 leagues, the soundings are from 20 to 16 fathoms, coarse sand and gravel, and sometimes small black stones and shells. Along
O 2 shore

shore S. from the cape, 7 or 8 miles from the land, is in many places no more than 20 fathoms. The flood-tide sets along the coast very strong to the northward.

BLANCO Cape, on the coast of Peru, situated on the S. Pacific Ocean, in South America, in 3 deg. 48 min. of S. lat. and 83 deg. of W. long. and the N. point of Guiaquil Bay, is N. W. from Paita harbour, but due N. from point Parina. The cape is a high cliff, having a great white spot on the rock close to the water's edge; and just under the cape on the leeward side is a small bay, in which is good anchorage in 14 fathoms and clean ground. It is remarkable that the sea is here quiet and calm; there is also good fishing, and it is much frequented. The current runs to windward on all this coast, and makes a great sea, especially from May to November, when hard gales from the S. and S. W. generally blow. The shore here is bold, and the points of the land break off the violence of the waves greatly. Between Point Parina and this cape are some coves and bays, as Malacca and on Farala. It is 12 leagues N. E. to Tombez. See FARALA.

BLANCO Cape, on the coast of Nicaragua, facing the N. Pacific Ocean, and on the S. W. coast of Mexico or New Spain is N. W. from Panama Bay, in 9 deg. 18 min. of N. lat. and about 85 deg. 50 min. of W. long. It is N. W. from Cape Burica, the W. point of Golfo Dulce, or Freshwater Bay. There is anchorage a league off in 14 fathoms. There are many small islands near it close by the main. The islands of St. Luke is 9 leagues at N. E. by N.

BLANCO Cape, on the coast of California, in the lat. of 40 deg. N. on the W. side of North America. See the next Article.

BLANCO Cape, on the N. W. coast of America, is in lat. 43 deg. 10 min. N. and long. 124 deg. 5 min. W. This was seen by Captain Cook, in his voyage on that coast; but whether it is the same with the preceding, which was seen by Lord Anson, may afford room for conjecture, but the determination is very immaterial.

BLANCO Isle, the same as Blanco, off the island of Margaritta. See BLANCA. It is without all the other islands; and on its S. E. point are 7 small islands or rocks, called the Seven Days. On the

S. W. point is a dangerous sunken rock, which should be avoided carefully. In coming from the southward to anchor under this island, steer to the W. side, and sail boldly about the point, which is bold and steep, and on the W. side is a good road in 9 to 10 fathoms. It is an excellent road; but no refreshments or water can be had, a few wild goats only excepted. From the E. S. E. point of this island to the W. point of Granada is about 40 leagues; and it is 35 leagues N. from the Spanish main. It is a flat, low, uninhabited island, but dry and healthy.

BLANCO Pedro, on the E. coast of China, is in lat. 22 deg. 5 min. N. beyond the coast of Canton, being a little rock in the sea, with clean ground all round it for ships to pass about it either by day or night, if the lead and line are kept in hand; keeping in 26 fathoms without it, and 13 or 14 within it. A point stretches out to seaward at 4 leagues N. N. W. from it, to the W. of which is Harling's Bay, having a good road. See HARLING.

BLANDA, or Blanes, is a sea port of Catalonia on the coast of Spain, about 7 leagues S. of Gironne, in lat. 41 deg. 40 min. N. and long. 2 deg. 50 min. E. It is in the Mediterranean, about E. from Barcelona, and near the point where the coast begins to trend more northerly.

BLANK Bay, on the N. W. point of France between le Four and St. Matthew's Point, on the E. side of the passage la Four. See FOUR.

BLANKENBURG, on the coast of Zealand, off which is a peculiar sett of the tide; for when it bears about S. E. by E. the tide from thence to the eastward turns about against the sea, though from thence to the westward it does not turn about at all. It is situate between Ostend on the S. W. and Cadland Island to the N. E. is in lat. 51 deg. 18 min. N. and long. 3 deg. 24 min. E. It is 4 leagues to N. E. from Ostend, and a half westward from Sluys.

BLANK Moins Rocks, off St. Matthew's point, at the N. W. point of the entrance towards Brest Road. Between these and the Finestires rocks, under St. Matthew's Abbey, is a good road; but about midway a shoal lies off from the shore, called the Loquejoy Banks, without which ships must fail. Run directly from

from Point Vintier with these rocks till the abbey of St. Matthew bears E. S. E. and then sail towards it; anchoring before the abbey in 6 to 7 fathoms.

Cape St. BLAS, in the N. E. part of the great Gulf of Mexico, is a projecting point of W. Florida, and the western limit of Apalachicola Bay, having St. George's Island within the point to the E. of it. See APALACHICOLA.

Cape St. BLAS or **BLAZ**, on the coast of Florida, is within the gulf of Mexico, in lat. 29 deg. 44 min. N. and long. 85 deg. 35 min. W.

Point St. BLAS, on the coast of the Spanish main, is in lat. 9 deg. 30 min. N. and long. 78 deg. 43 min. W. and about 18 or 20 leagues to the E. from Portobello.

Port St. BLAS, on the W. side of Mexico, and N. by E. from Cape Corrientes, at the mouth of a considerable river, within which is a kind of lagoon or lake. Before its entrance are several small islands, which check the currents. It lies in a bight of the coast, which turns from hence N. W. into the gulf of California; its lat. being about 23 deg. N. and long. 104 deg. W.

BLASIUS Isle, near the entrance into Ferrol Harbour. See FERROL.

BLASQUES Road, on the coast of France. See BASQUE.

BLASQUES Island on the W. coast of Newfoundland, is in about 47 deg. and a half of N. lat. from whence the coast trends N. by E. and N. N. E.

BLASQUET'S Islands, the most westerly land of Ireland, are a cluster of islands so called. They lie S. W. by W. from Loup's Head, or N. point of Shannon River 12 leagues, 3 or 4 leagues W. S. W. from Smirwick, and 8 leagues N. from the Shellocks or Skeligs Rocks. They are 4 in number, surrounded by other smaller islands; being in lat. 51 deg. 58 min. N. and long. 10 deg. 41 min. W.

BLASQUET'S Sound, is within the islands so called towards the main, which here forms the western part of a peninsula. It lies in a direction nearly N. and S. and has ten fathoms. Before this sound ships bound to the northward may anchor at the S. side for westerly and northerly winds, without fear of being embayed on a lee shore; because if the wind shifts easterly, they may either go through the sound, or go a sea board to the Blasques, and if it shifts westerly or southerly they may go through the sound, and proceed on their voyage. A very

strong tide both of the flood and ebb must be attended to. It is high water at half past 4 at spring tides.

BLAVET River and Town, or **Port LOUIS**, on the W. coast of France, has a very good harbour and capacious road. It is on the same river as Port L'Orient; in lat. 47 deg. 40 min. N. long. 3 deg. 15 min. W. It is high water at spring tides at 3 o'clock.

BLAWEN Balgh or Creek, is 4 leagues N. of the Horn or Hoorn Point, being a high hill which looks black and steep, and having several white sand-hills to the N. but it is a smooth fair strand for 7 leagues as far as the haven of Numet or Kincopper Deep.

BLAYE is a town of Guienne in France, on the Garonne River, with a citadel upon a high rock, where ships bound for Bordeaux leave their guns and small arms till their return. On an island in the river, which is here very broad, is also a battery, and opposite to Blaye on the other side of the river is a ford. It is in lat. 45 deg. 9 min. N. and long. 0 deg. 45 min. W. and is high water at spring tides at 3 o'clock. It is 17 leagues from Brouage, and 7 from Bourdeaux, and on the E. shore of the river, at a point projecting a little to the W. before you come to the entrance of the eastern branch of the river. See BOURDEAUX and GARONNE.

BLAZEY Bay, on the S. coast of Cornwall, between Fowey or Foy and the Deadman, of which Predmont Point is the W. side; and to the S. E. of this point about a mile are some sunken rocks called the Boney's, which dry at the first quarter ebb. Keep without them, as they are not to be seen at high water, and between them and the point is no more than 7 or 8 feet.

BLINK, or Woolfack, a white sand-hill on the island Schonen or Schowen on the W. side, which is higher and whiter than any of the others. See BERKER'S Creek and SCHONEN.

BLIESNA Salensi, a harbour on the coast of Lapland between the river Kiola and Kilduyn island, but nearer to the river. To sail in, go by a round reddish Hummock; when you are within, it edges to the westward till the harbour seems to be shut, so that the sea cannot be seen. Anchor therein where you please, as it is all clear, white, sandy ground, but sometimes oozy and soft; and a ship may even run ashore on Ooze, and be safe without either anchor or cable.

BLIGH'S

BLIGH's Cap, near Kerguelen's Land, is in lat. 48 deg. 29 min. S. and long. 68 deg. 40 min. E. being an inaccessible rock; to the S. of which 2 leagues, is an island of about 3 leagues in circuit, which has 5 rocks, &c. to the S. of it. There is another at W. S. W. 2 leagues, and a third about 2 leagues S. by W. and appears nearly to touch the main land or island.

BLIND Bay, or **MURDERER's Bay** of Taiman, at the N. W. part of the southern island of New Zealand, is a deep bay, having two small islands near the bottom of it on the W. side; the coast turns into it S. by W. from Cape Stephens. See **STEPHENS** Cape and island. It is 6 leagues to the E. of Cape Farewell.

BLIZARD's Bay, on the N. E. side of the island of Antigua in the West Indies, where the coast begins to fall off to the southward to the several bays and harbours within the numerous islands off that coast. It is S. by E. from Beggar's Point, about a mile, having a sand running up to N. N. E. from a point on its S. E. This sand and the bay are on the W. side of the channel, which goes S. S. E. and S. E. by S. between Maiden Island and Long Island in the direction towards the N. Sound Point. See **LONG** Island and **MAIDEN** Island.

BLOCK Island, which is nearly S. 7 or 8 leagues from Brenton Point, or the S. W. extremity of Rhode Island, and S. E. nearly 4 or 5 leagues from Nimitz Point on the main, where the coast from N. and S. nearly to W. S. W. is in lat. 41 deg. 10 min. N. and long. 71 deg. 32 min. W. It is about 6 miles in length and 5 in breadth.

BLOCKS, are 2 rocks in the way to the Bommel from the Island called Wybrant's Eye on the coast of Norway, the course being N. W. by N. and N. N. W. 5 leagues. It is all broken land, islands and rocks, on the W. side, only that about mid-way there is a clear channel to the N. or N. by W. into the sea. The Blocks are even with the water, and ships must leave them both on the larboard in sailing to the N. and run close along the E. shore, having the Longholm Island in a bay near shore on the starboard. See **BOMMEL**.

BLOCKZYL or **BLOCKZYLSCANS**, is situated at the mouth of the Aa River, on its influx into the Zuyder Sea, being a town and fort of that part of the low

countries called Overijssel. It has a harbour, which is capable of containing 200 vessels, and is situated in lat. 52 deg. 44 min. N. and long. 5 deg. 39 min. E.

BLOODY Bay, is one of the bays on the N. side of Egmont Island or New Guernsey, 3 leagues to the W. of Byron's harbour. See **BERKLEY**. In it is a small rivulet of fresh water.

BLOODY Island, in the harbour of Port Mahon in the Island of Minorca, is the largest island within that port; being also nearly in mid channel, and having the small island of Golgotha to the W. of it, in a line nearly towards the mouth of English Cove also to the W. on the larboard shore going up towards the town. A small island called Flat Island, lies in mid channel, about a mile to N. W. by N. from St. Philip's fort at the entrance; betwixt this island and Bloody Island, which is about half a mile to N. W. by W. lies a small sand, near which on the S. W. side is anchorage, rather nearer to Bloody Island. On the N. E. side of it there is from 8 to 5 fathoms, but more on the other side; and from the former more to westward near the Islands is 7, 8, and 10 fathoms. This island contains about 12 acres, is pleasant and healthy, and, when possessed by the English, contained a good navy hospital.

BLOODY Point, on the S. W. side of St. Christopher's Island in the West Indies. It is S. E. from Old Road Bay, and the N. W. point of Palmetto Bay.

BLUEFIELDS Bay, on the S. W. side of Jamaica island, towards the western extremity, is a good road, being contracted at the entrance, by a shoal which runs off S. by E. from Cabarita Point, or W. point of the New Savannah River, and by a reef of rocks, that runs W. from Bluefields and Dean's Rivers. It lies in about 18 deg. 37 min. N. and long. 78 deg. 8 min. W.

BLUFF's Point, a remarkable point of the Falkland Islands so called.

BLYDONES Island, off the mouth of Porto Verde, is S. E. by E. 4 leagues and a half from the mouth of the River Roxo, which lies in the same direction nearly from Cape Finisterre. Ships may sail round it, though on the N. side there is no more than 5 or 6 fathoms. Within the sound also on the N. side are rocks called the Boöt or Oxen; but the fairway into Port Verde is on the S. side of

of this island. Bayonne Islands are 4 or 5 leagues to the S. of it. See **PORT VERDE**.

BLYTH Sand in the River Thames is close to the S. shore in the passage from Tilbury Fort to the Nore. To avoid it keep the steeple of Tilbury church about a sail's breadth without Swansheet Point. Keep the lead going in the night, and come no nearer the S. shore than 7 fathoms at high water, and 5 at low; this depth will keep a ship clear as far as the Nore Head. In a southerly wind, sail with the S. shore, except to avoid this sand, which runs off E. by S. from the Point, where the shore trends away E. In a northerly wind keep the N. shore aboard as far down as Hole Haven at the W. end of Canvey Island. The soundings as just mentioned will lead thence to the Nore.

BLYTH, on the coast of Northumberland, at the mouth of the River Coquet, and about 3 miles N. from Seaton Sluice or Hartley Haven. To go in, mark two Beacons on the Sand Hills to the S. of the entrance into the river, which lead in between two Beacons in the river; from thence steer away close to the second Beacon, which leave on the larboard, and run up and anchor before the Quay, where there is 16 feet at high water at spring tides, and 6 at low: but there is only 2 feet at low water between the Beacons going in. A mile to the E. are some rocks in the sea, which are visible at last quarter ebb, and are 3 miles N. by E. from Seaton Sluice. Be careful to avoid them in sailing along shore. The flood tide sets to S. E. by S. and at spring tides rises almost 3 fathoms, but usually 16 feet; it is high water after two o'clock on full and change days.

BOAT, a sunken rock which, at the ebb, has 2 feet water upon it. The Dogger is near it, and appears above water. They are two leagues N. of Hartlepool, and about a mile from the shore.

BOBAXÁ Cape, on the Continent of Asia, is 6 leagues N. E. from Cape Seguri, the W. point of the island of Mytilene, 12 leagues from Ipsara, and 10 leagues from Scio. See **BABABERA**.

BOBIO River, on the coast of Chili in S. America, and the largest river of the district of country so called. Generally, however, the rivers on this coast are not large, as they descend but a short way from the mountains which extend the

whole length of S. America at but a short distance from its western limit. It falls into the sea in lat. 47 deg. S.

BOCA Chica, Chica Channel, or little mouth, the narrow entrance into the harbour of Carthagena in S. America, which is defended by several forts and platforms of cannon. It is about 8 miles S. a little westerly from the Boca Cerada; and has Fort St. Philip, Fort St. Jago, and Boca Chica Castle on the N. side of it, and just within is an island on the starboard, on which is Fort St. Joseph. On the starboard side of the entrance also is Barradera Battery.

BOCA del Draco Strait, is between the island of Trinidad in the W. Indies, and the coast of New Andalusia, a province of Terra Firma in S. America.

BOCANNAS or **BOTONNAS**, is a red sand-hill on the N. shore of the River Tay in Scotland, on which stand two light-houses by the shore, and are a leading mark to sail by into that river. See **TAY** River.

BOCONAO River, on the island of Cuba in the West Indies, is to the E. of the Havannah, having Cojimar River between them.

BODEN Sea, is N. from Stockholm. It is the same with what we call the Gulf of Bothnia. See **BOTHNIA**.

BODKIL, is one of the channels between Flanders and Walcheren Island, in Zealand, by which great ships may sail in. Each of these channels have banks between them, which will be noticed under their respective heads. These channels are often described by the general name of Weilings, from the most considerable one of them which bears that distinction. To sail in or out at the Bodkil, or channel to the northward of it, called the East Gat or Land Deep, sail about the N. or S. of the Stone Bank, and when Middleburgh comes over Domburgh, is thwart of this bank. When W. Chapel is E. S. E. in a black valley, is the fairway in at the Bodkil; before which the tide begins to run an hour before low water, as it falls long before at sea. Spring tides make high water at 12 o'clock.

To come out from Flushing through the Bodkil, which lies between the Raies and the Calvo, within two cables length along shore, between the Geer, the Raies, and the land, which is bold and deep enough for the largest ships; but the Raies are flat towards the land. There

is 5 to 6 fathoms in the Fairway, to the eastward and southward of Soutland, and more to northward and westward; thwart of W. Chapel there is 8 to 9 fathoms. Briag Buyens church to the E. of W. Chapel, over the mill on its W. and keep them both in one, by which run out of the Bodkil between the N. Rases on the larboard and Calvo Sand on the starboard side. There is 4 fathoms and a half in the Bodkil, and but 3 or 4 feet on the Calvo. Ships may go in by the same directions, changing larboard for starboard, and *vice versa*.

BOE Point, on the coast of Norway. See FLEMSSEN and ROMSDALE.

BOERO Island or BURRO. See BURRO.

Cape BOETIA. See BEOTIA.

BOG River, falls into the Black Sea on the N. near Oczakow, where it is joined by the great River Nieper, Niester, or Dnieffer. This is nearly about lat. 46 deg. 32 min. N. and long. 32 deg. 32 min. E.

BOGGY Point, Barnstaple Bay. See BAG Point.

Cape BOGIA, BOGIE, or BUGIA, on the N. coast of Africa, in the Mediterranean, is E. by N. from Algiers, and about S. by E. from the island of Minorca. It is the W. limit of a deep gulf so called, into which some rivers empty themselves. There is good anchorage in the Gulf, and on the W. side of it close under the Point; but the E. side from the mouth of the eastern river, is lined with small islands or rocks. Ships may shelter here; but few persons venture to trade with the faithless inhabitants, or to venture on shore. The lat. of the Cape is about 36 deg. 10 min. N. and long. about a degree E. of the Meridian of Minorca. See BUGIA.

BOHABORA. See BABABERA.

BOHEMA, or RAMSEY Sand is off Ramsey Bay in the Isle of Man, at the N. E. end, and by its breaking off the sea forms a very good road, where ships may anchor in 20 to 25 fathoms. At the bottom of the Bay is the small river of Selby, where small vessels may run in at high water, and lie dry on the ebb.

BOHOL Island, one of the Philippine islands in the Chinese Seas, is 40 leagues in compass, to the N. of Mindanao Island and S. W. of Leyte Island, and in their neighbourhood are several smaller islands. It is situated in lat. 10 deg. N. and long. 122 deg. 5 min. E.

Bois le Duc, is a town of the Netherlands, which is almost surrounded by the rivers of Aa from the S. E. and the Dommel from the S. nearly. By means of these rivers it is asserted that the adjacent country can easily be laid under water; and this city is so low, that frequently in winter it is not to be approached but by boats. It is in lat. 51 deg. 40 min. N. and long. 5 deg. 16 min. E. Its waters soon fall into the River Meuse, on the S. side of Bonmel Island.

Chede Bois, is the N. point of the entrance into Rochelle in France, and a leagues and a half S. by E. from the island of Aix.

BOJADORE Cape, on the W. coast of Africa. See BAJADORE.

BOKANNIS, or BOTONNAS. See BOCHANNAIS.

BOLABOLA Island, one of the Society Islands in the S. Pacific Ocean, N. W. by W. from Otaha about 4 leagues, is surrounded by a reef of rocks and some small islands, making altogether about 8 leagues in circuit. It has a high craggy hill which appears almost perpendicular, and terminates in 2 peaks, one higher than the other. It has a harbour on the S. W. side. See OTEAVANNA. The lat. is 16 deg. 32 min. S. and long. 151 deg. 52 min. W.

BOLSCHERESKOI, on the N. E. coast of Siberia, is in lat. 52 deg. 54 min. N. and long. 156 deg. 37 min. E.

BOLSWAERT is a city of the low countries in that part called Friesland, and about a league from the Fly or Vlie Stroom or Channel, along the E. coast within the islands, into the Zuyder Sea. It is in lat. 53 deg. 3 min. N. and long. 5 deg. 25 min. E. and its port, though much obstructed by sand, is of great utility to the inhabitants.

BOLT Head and Tail, two noted promontories on the S. coast of Devon, at the distance of about 5 miles. The Head is a little to the S. of E. from the Tail, and the W. point of the entrance into Salcomb, and is very high land. See SALCOMB.

BOMBA River, on the coast of Africa, is one of those smaller streams, though considerable, which fall into the Sherboro River, within Cape St. Anne, to the S. by E. from Sierra Leone. It is navigable about 30 miles up. Within the mouth of Sherboro River is anchorage any where; but ships usually run up to

to the mouth of the Bomba; and on both shores ships may ride, as there is plenty of water and shelter from the high land.

BOMBARIQUE, or **Combarick Point**, on the E. point of the narrow entrance into the Persian Gulf, which is low, and the first land usually made on approaching the gulf. It is in about 26 deg. of N. lat. and 57 deg. 40 min. of E. long. When this point bears N. by W. half W. a rock which is upon it makes like a castle; a shoal also lies off from the point a full league from the shore, on which is 3 fathoms at the shoalest part, and so steep that within half a mile there is 24 fathoms. It is well known by the water's changing colour upon it in the day; but in the night it is dangerous for great ships. It is best to keep off in 20 fathoms, till there is a certainty of having passed the danger; when a ship may edge in again into 10 fathoms or less. The coast is all clear and steep from within the shoal of the cape to the island of Ormus, which is N. by W. half W. 30 leagues from the cape. See **GOMBROON** and **ORMUS**.

BOMBAY Island, on the W. coast of the hither peninsula of India, is about 7 miles in length and 20 in circuit. The town, which is fortified, is a mile long, besides smaller towns; is about 50 leagues S. from Surat, and 14 N. W. from Dundee Rajapore, and on the S. side of the island, just within the Old Woman's Island, from which at S. E. there is a dangerous sunken rock that lies much in the fair-way to the harbour. To avoid this rock, bring a single cocoa-tree on the Old Woman's Island to the opening of seven trees on the highest land of Bombay, of which three are to the E. and four to the W. which is right on with the rock; but this single tree brought on the middle of a range of trees on the Old Woman's Island will carry a ship clear. When this tree is W. of all the seven trees on Bombay Island, a ship is N. of the rock; if E. it is as certainly S. To go to the E. of the rock also, Mazagon House should be brought open to the eastward, and on with the easternmost angle of the N. E. bastion of the town, keeping that course till the great tree is W. of the seven trees, as before. The town is in lat. 18 deg. 57 min. N. and long. 72 deg. 38 min. E.

BOMENE, is a port town of Zealand, one of the provinces of Holland, on the N. shore of Schonen or Scowen Island,

opposite to that of Goree, in lat. 51 deg. 50 min. N. and long. 4 deg. 2 min. E. It is a league to the N. E. from Brower-shaven, and four leagues S. W. from Helvoetsluys.

BOMMEL Island, on the coast of Norway, is N. of Scute Neis, its S. point being called Bommel Head, and on the S. of it is Bommel Sound. Except the S. point, which is high and steep, so as to appear almost perpendicular, the island is all low plain land; and it is known by a high round hill called Sack, appearing like a sugar-loaf or a man's hat. To sail into the Sound from the sea, bring Bommel Head E. N. E. northerly, and run in for it, leaving most of the little islands on coming near it on the starboard, passing by it to the northward; and when a ship has turned round the head to the eastward, the harbour will be found. There is a rock just before it, and between it and the N. point of the harbour another sunken rock; keep therefore between the S. point and the rock, and anchor any where within, being a good harbour for all winds. The N. point of the island is in lat. 59 deg. 25 min. N. and long. 5 deg. 57 min. E.

BOMMEL Sound, is to the N. of Bommel Harbour, being the mouth of two or three small rivers, which fall into the sea together. See **MUNSTER**.

BOMMEL-WAART Island, is surrounded by the Wahal and Meuse Rivers, and is five leagues in length and near two in breadth.

BOMPES, or **Tree Islands**, in the straits of Singapore, in Malacca Straits. See **CARDAMUM** Island.

Cape BON or **BONA**, is the point of a peninsula, stretching out into the sea, in a direction towards the islands off the W. end of the island of Sicily, in the Mediterranean, having two islands at W. by S. from it, and another to the N. It is about N. N. E. from Tunis, and in lat. 37 deg. 10 min. N. and long. 10 deg. 59 min. E. It has been said that the W. end of Sicily, which is very high, may be seen at this cape.

BONA, a port town of Algiers, on the same coast of Africa, about 70 leagues E. from that city, in lat. 36 deg. 5 min. N. and long. 6 deg. 19 min. E.

BONA Shoals. See **BASSAWS**.

BONA Fortuna Cape, in the N. sea, is in lat. 66 deg. 0 min. N. and long. 40 deg. 43 min. E.

BONAIR Island, off the N. coast of South

South America, and about 20 leagues from it, is about 10 leagues W. N. W. from the islands des Aves, and 14 E. from Curaçoa or Curassai, on which it is dependent; it is about 18 leagues in circumference, and has a good bay and road on the S. W. side, near the middle of the island. To come from the eastward, make in close to the shore, and anchor in 60 fathoms, within half a cable's length of the shore, but moor to it, to prevent the land winds from driving a ship to sea. It is in lat. 12 deg. 16 min. N. and long. 68 deg. 18 min. W.

Cape BONANDRIA, on the coast of Barbary, in the Mediterranean, having the town of its name to the E. of it, is in lat. 32 deg. 20 min. N. and long. 23 deg. 14 min. E. It is about E. by S. or E. S. E. from Cape Razat.

BONAS or *BUONAS* Island, probably the shoals mentioned under Bona, has within it on the main a peak or hill, which is so very high that it is almost constantly hid with clouds. It is a very good sea mark for this part of the coast, which has many difficulties.

BONAVENTURA Cape, on the coast of New Guinea, is in lat. 6 deg. 15 min. S. and about 65 leagues N. E. from Port St. Augustine. It is very low land, and very luxuriant; and contains the cocoanut, bread-fruit, plantain, &c.

BONAVENTURA Island, to the N. E. from the bay of Chaleurs, is off the coast of New Brunswick, in the gulf of St. Lawrence, and a little to the S. W. of the point, which may be deemed to form the S. E. entrance into that river. It is about a league from Gaspé Bay. See *MIRACHI* Port.

BONAVENTURA Island, on the starboard side of the entrance into Portobello Harbour, opposite to the mouth of Guanches River. See *PORTOBELLO*.

BONAVENTURE Bay and River, on the coast of Peru, in the Great S. Sea, or Pacific Ocean, is nearly S. from Panama Bay. It is in lat. 3 deg. 20 min. N. and long. 75 deg. 18 min. W. In coming to the bay from the sea, if the weather be clear, a high ridge of mountains will be seen within land, with a kind of peak on the middle; and to the S. of that hill another thicker hill, very high; and another still more S. like a sugar loaf, being round and steep. The river so called opens on approaching the bottom of the bay, which lies N. E. from Gorgona Island; but great ships

have not sufficient depth in it, yet shallops and boats go in to trade. A singular mark to know the river is a great tree growing in the middle of the sea, which must be left to starboard; sail up directly, but avoid a creek on the larboard side. On coming to four openings or mouths, leave the first on the right hand, which is shut up and is shoal, and go up the second, which is safe and deep, and of sufficient width within, though narrow at the entrance. Shun a creek up this, also on the starboard side, and also a second; and keep to the larboard side to Viejo Port, which is two leagues below the fort. Run strait on from thence, and anchor just against the fort, which is 5 leagues from the tree above mentioned. The bay is known by this circumstance, that the lands next the sea are all low and drowned, and that high copling hills are within the country. There is also anchorage in the bay, under a head of mangroves on the starboard side near Realejo Island, which is made by Ofiones River; taking care that a small creek may so lie before a ship, that when moored it may be right a-head. Barks and sloops of 40 or 50 tons may go up to a village a league beyond the fort.

Cape and Port BONAVENTURE, on the E. coast of Newfoundland, is about S. W. of Bonavista Cape, and forms the N. entrance into Smith's Sound, from whence the coast runs S. by W. into Trinity Bay. The port so called is two miles or more N. W. and S. E. from the head or cape, and at a mile from the head the harbour opens, going in N. W. by N. about a mile to the Admiral's Stage. It lies behind two small islands, the passage going in between them; though ships may go on either side between them and the main, especially with a brisk wind, for there is 4 to 5 fathoms in the passage, without any hidden danger. The road within has the same depth, and good anchorage; and there is a secure place for boats in bad weather. Behind a point to the N. of the Admiral's Stage it is smooth as a pond. The Planter's House is to larboard going in; above 100 large boats may lie perfectly secure. From Gull Island, on the W. side, the harbour goes up near a mile farther N. Some islands also lie in the offing.

BONAVISTA Cape, on the E. side of Newfoundland, is in lat. 47 deg. 43 min. N. and long. 52 deg. 40 min. W. and S. W. from Trinity Harbour. It forms the

the S. E. limit of Cork Bay, and is about 3 or 4 leagues in the same direction from its opposite cape. The cape of Bonavista is a bluff bold head, and Gull Island is about 3-4ths of a miles from it, to the N. by W. The port is 5 miles or more from the cape, on the E. side, within a bay to the S. W. and to go for it leave Gull Island to the W. towards the main, as the channel between is both foul and narrow. Or, between Green Island and Stone Island, is a good and deep channel, and a bold shore; or without Stone Island run westward, and then S. W. till the harbour opens, and till the head called Moses's Point is passed. Being thus to the S. of the rocks called the Sweers, anchor in 5 to 11 fathoms. See SWEERS.

BONAVISTA Cape, the extreme N. W. point of Cuba Island, in the West Indies, opening into the gulf of Mexico, from whence the land falls off southerly to Cape St. Antonio. All the coast is covered with rocks and shoals, and dangerous places; so that these capes only serve as guides whereby to know the land. The cape now mentioned is low, and covered with trees and bushes, and points out S. W. towards Cape Catoche, on the coast of Yucatan. But the shore is less dangerous from hence southward to Cape Corientes, than it is to the N. and E. to Porcas or Hog River. See Cape St. ANTHONY, and Cape CORIENTES.

BONAVISTA Island, one of the Cape de Verde islands, in the Atlantic Ocean. It is known by several white banks on its N. side, where the shore is bold, and where a rapid river runs into the sea that makes a rippling, attended with some danger to strangers. The land in general is low and sandy next the sea, but rises in high hummocks and small hills like sugar-loaves within land. A low sandy point runs out at N. E. above a league into the sea; and there is a reef of rocks, which lie some above and some under water for a league and a half from the S. point, in the direction of E. and E. by N. There is a very good haven under the S. W. point, which has 15 to 16 fathoms. This island is about 20 miles long and 12 broad, and near 70 leagues W. from the coast of Africa. English or St. George's Road, on the W. side, is in lat. 16 deg. 6 min. N. and long. 22 deg. 47 min. W. and the S. point in lat. 15 deg. 57 min. N. and long. 23 deg. 8 min. W. But Captain

Cook laid down the long. to be only 21 deg. 51 min. W. without differing sensibly in latitude, for which we have also some other recent authorities, and says that a reef of rocks runs from the S. E. point of the island for a league and a half to S. W. by W. The variation of the compass near 2 deg. S. of this island was only 10 deg. 37 min. W. and a current was observed to set S. easterly about three quarters of a mile an hour. It is the most easterly of all the Cape de Verde islands.

BONETTA Shoal, is about N. E. by E. from Bonavista Island, one of the Cape de Verde Islands, and the most easterly, about 12 or 14 leagues.

BONEY's Rocks, are some sunken rocks near a mile to S. E. from Predmouth Point, the southernmost land on the coast of Cornwall, between Fowey Harbour and Blazey Bay. They are dry at the first quarter ebb. Keep without them, if there at high water, as they are not to be seen; and there are but 7 or 8 feet between them and the point. See BLAZEY Bay.

BONGO or BUNGO Island, is one of the Japanese islands, whose principal town is likewise so called, on the E. side of the island, where is a port opposite to Tonfa, from which it is separated only by a narrow channel. It is in lat. 32 deg. 41 min. N. and long. 131 deg. 57 min. E.

BONIFACIO, or St. Boniface, in the island of Corsica, in the Mediterranean, near the S. extremity of the island, is a fortified port town, and a very considerable place. It stands on the strait between the islands of Corsica and Sardinia, in lat. 41 deg. 24 min. N. and long. 9 deg. 20 min. E.

BONIFACIO Strait, as in the preceding article, begins near the town so called, on the S. E. of Corsica Island, and measures to Point Tico, the most northerly point of Sardinia, 2 leagues and a half. This, however, is seldom crossed directly, but obliquely into the little bay of Pussinero, about 3 leagues distant. Asinaria island is 13 leagues S. W. from St. Bonifacio.

BONIFACIO Point, on the coast of Chili, on the S. Pacific Ocean, is N. E. by N. from Point Gonzales; which two points form the inlet or mouth to the river of Baldivia. It is N. by E. from Point Galera 7 leagues. See BALDIVIA.

BONNE, on the coast of Spain, in the Medi-

Mediterranean, is nearly E. from Malaga, in the direction of the coast, and about W. S. W. from America, about 1-4th of the whole distance only from the latter. A point of land projects to the S. E. and here forms a bay, in which is anchorage in 10 fathoms, to the E. of S. from the town. It is in lat. 36 deg. 42 min. N. and about long. 2 deg. 40 min. W.

BONNUT Bay, is a small haven on the N. side of the island of Jersey, near St. John's; but seldom made use of even for shelter.

BONTHAIN Bay, which is 30 leagues S. E. of Macassar in the island of Celebes, in the Indian Ocean, is in lat. 5 deg. 34 min. S. and about 117 deg. 50 min. E. The variation here is only 1 deg. 20 min. W. Point Paitang is the S. W. limit of the bay, from which to Bonthain town and fort the course is N. 42 deg. E. and about seven leagues distance. Point Wideapock is the N. E. limit of the bay. In this bay are good and regular soundings, with a soft bottom; and though the larboard side, on going in, is rocky near the shore, yet at N. E. by E. little more than a league from Point Paitang, there is anchorage in 14 and 15 fathoms and soft ground, which continues, gradually shoaling, to about half a league from the Fort in 7 fathoms, and a coarse sand. Point Wideapock there bears S. 76 deg. E. and Point Paitang S. 42 deg. W. In the Offing bring Bonthain Hill, the highest land in sight when 2 or 3 miles from land, to N. or N. half W. and then run in with it, and anchor. Under this hill ships may lie, a mile from the shore. A ledge of rocks above water are the only danger, and a good mark for anchoring. Wood, water, beef, rice, fowls, fruit, and wild hogs, were obtained in plenty; besides fish and turtle. The shore of the starboard side runs E. S. E. from the town. See PAITANG and TANEWONG.

BOOBY Island, is directly opposite to Musquito Bay at the S. E. extremity of the island of St. Christopher's in the West Indies, and more than half a league from it, off the N. end of Nevis Island, and within a bank, interspersed with rocks on its N. E. extending almost three leagues, parallel to the coast of both islands, from N. W. to S. E. See an account of this channel, under the Article, NARROWS.

BOOBY Island, supposed to be one of the islands called Prince of Wales's

Islands, extending from thence and Wallis's islands as far as New Guinea. When Wallis's Islands bear S. by W. half W. 5 or 6 miles, this island which is but small, and in sight, bears N. W. half W. See WALLIS's Islands.

Easter BOOM Channel. See PETER's Ground.

Wester BOOM Channel. See BRANDARIES.

BOOMLAND, or Laland Bank, is the second bank from the shore, ending nearly against Nieuport, on the coast of Flanders, betwixt that and Ostend. Between that and the first bank, called the Geer, a channel of 8 or 9 fathoms goes through. All the banks begin off Ostend, being 4, and what are called, the Flemish Banks. See BROAD Bank.

BOON's Point, the most northerly point of the island of Antigua in the W. Indies, from which the coast trends a little to the S. of E. on that side, and S. W. or more S. on the other. It is in lat. 17 deg. 7 min. N. and long. 62 deg. W.

BOOR Island, is the most westerly of some small islands, about 3 leagues on the N. of Cajana island, opposite to the river so called on the E. coast of South America. See CAJANA.

BOOUROU island, one of the two small islands, within the reef of rocks on the E. side of the island of Otaheite; and within these is good anchorage.

BOQUIA. See BEKIA.

Cape BORANO, near the N. W. extremity of the large gulf of Venice, and the N. E. point to the cluster of islands which render the entrance to that city a matter of some difficulty. It is the barrier or limit to the road before that city, from which the coast trends away nearly E. towards Trieste. Its lat. is about 45 deg. 16 min. N. and long. 12 deg. 30 min. E. An island of the same name is within the cape.

BORCUM Island, about N. N. W. from the point of Embden, at its S. W. entrance into the port and river, is about 2 leagues N. E. by E. from the island Rottum. Between them is a channel called the W. Channel of the Embs. The island shews off at sea, as if it was 3 or 4 islands, especially from the W. because it is overflowed at spring tides in several places. A sand shoots out a great way into the sea from its W. side, called Borcum Reef, being broader next the island than at its W. end, where it

is flat and very narrow. By keeping Rottum beacons at S. E. ships may run over the tail of the reef. It has 2 fathoms and a half at low water, and shoots inward with a breast, being very steep on the side. Keep the same beacons in the same direction, which will lead to the first buoy in the channel of the Embs; when the Tower of Borcum will be E. southerly, and the W. end of Rottum island bears S. E. by S. See EMBDEN. Just Island lies E. N. E. a league and a half; and betwixt these goes in the E. channel of the Embs, to the S. of a reef that runs out from the W. end of the island of Just, and shoots out 2 leagues and a half into the sea due W. To enter this channel bring the Tower of Borcum with a beacon due S. and having passed the flat or ground in 5 fathoms as before, it brings a ship abreast of the first buoy of this channel in 5 fathoms.

BORDIGUERO, on the coast of Savoy, is one of the small places between the port of Monaco and Cape de Melle, between Menton and St. Remo. The current on this coast sets very strong to the westward from the coast of Genoa, and makes it very difficult for ships to go into any of the ports, when bound from the Hieres.

BORDOE island, is one of the Faro islands of Norway, having a secure harbour on its N. W. side, called Klack. There is a small whirlpool between the 1st, 3d, and 4th islands.

BORIQUN, or Crab island. See BIEQUE.

BORISTHENES, or Dnieper river, in the Black sea, is one of the largest rivers of Europe. It falls into the sea between Oczakow and Kinburn, after having formed a large marshy lake. See BOG.

BORN Reef, on the W. end of Ameland island on the coast of Holland, from which it runs off into the sea almost 3 leagues. It is very steep on the outside; come no nearer than 12 fathoms. In coming from the eastward, do not attempt to go within it: in 7 fathoms a ship has it close on board. To come in from seaward to Ameland, see the directions under Ameland to the outermost buoy of this reef. See AMELAND.

BORNEO Island in the Indian Ocean, is almost of a circular form, and, before the full discovery of New Holland's being an island, was considered as the

largest island in the world, as it is now the second. It is 2500 miles in circumference; is divided on the N. and N. W. from China and India by the Indian Ocean, and has the Phillippine Islands to the N. E. The island of Celebes or Macassar is to the S. E. of it, Java on the S. and Sumatra on the W. Its sea coasts are commonly overflowed for half the year in the season of the rains, which are covered with a thick ooze when the waters ebb away; and their houses either float at the mouths of the rivers, or are built on pillars sufficiently raised above the water. See BANJAR. This island extends from 7 deg. 5 min. N. lat. to 4 deg. 15 min. S. lat. and from long. 108 deg. 52 min. to 118 deg. 25 min. E.

BORNHOLM island in the Baltic sea, is near 6 leagues from the extreme point of Zealand, and about 2 from Ystad in Schonen; and is about 7 miles in length and 4 in breadth. It is nearly surrounded with dangerous rocks, and its landing place is defended by cannon. It is in lat. 55 deg. 15 min. N. and long. 14 deg. 55 min. E.

BORREL Rocks, on the coast of Wales, are two shoals of rocks so called; of which one is near a league W. from Gresholin, and the other about the same distance farther W. the first being called the Borrel, and the second the Hats. Some part of the first shews itself at half tide, and the other appears at low water. There is water enough between them; but in a calm or by night, much caution is necessary, as the tide runs very strong. It is high water about half past 7 at spring tides.

BORROWSTOUNNESS, Bo Nefs, or Bow Nefs, in Scotland, on the S. side of the Frith of Forth, and W. from Edinburgh, is surrounded with coal pits, and salterns, and has a tolerable harbour. This port is to furnish 155 seamen by the late Act of Parliament for raising 20,000 men for the Navy from the ports of Great Britain.

BOSA or Boffa, on the W. coast of the island of Sardinia, has a harbour near the mouth of the little river of the same name. It is about 11 leagues N. from Oristan, in lat. 40 deg. 15 min. N. and long. 8 deg. 30 min. E. There is anchorage off the mouth of the river in 8 or 9 fathoms, without a small island which lies near the S. point of the entrance into the harbour.

Bos-

BOSCAWEN'S Cape, is the S. W. point of Egmont Island, one of the Queen Charlotte's Islands, in the South Pacific Ocean, in about 11 deg. 15 min. S. lat. and 163 deg. 40 min. E. long.

BOSCAWEN'S Island, of Capt. Wallis, otherwise called Cocos, is stated by him to be in lat. 15 deg. 50 min. S. and 174 deg. 30 min. W. but the later voyages of Capt. Cook have stated it to be in long. 175 deg. 10 min. W. and make the variation to be 9 deg. E. It is nearly circular, and about 3 miles over, like a sugar loaf, but something longer from W. to E. at each of which points are clusters of rocks.

BOSELS island, on the W. side of **ROTTUM** Island, between it and Schieremoncoo, though but 4 leagues distant from the Extrems. As it is a flat strand, it is frequently under water at spring tides, though but just covered. On the W. side of the Bosel, between it and Schieremoncoo, is a small creek, but too shallow for any vessels; and on its E. side is a channel, but so shifting from deep to shallow, and the contrary, and so frequently changing, as to render it useless. See **BORKUM**.

BOSIN Island, the third of the Balenefs islands, near the N. W. point of Ireland. See **BALLENES**.

BOSNA River, on the coast of Illyrium in Turkey, is one of the navigable rivers of that country.

BOSPHORUS, or Strait of Constantinople, by which the Black sea communicates with the Archipelago and Mediterranean. It is often called the sea of Marmora, and at Constantinople is about a mile broad, and it is the boundary between Europe and Asia. This Strait and the coast of Thracia, begin just at the point opposite to the city.

BOSSORAH or Bassora, in Turkey. See **BASSORA**.

BOSSU Island, about 3 or 4 leagues N. E. from Trinity Point on the N. coast of the gulf or river of St. Lawrence. Egg Island is near to it.

BOSTAS Point, on the W. point of Africa, is S. E. from Cuja Islands. It is known by a large wood on the land which appears right a-head; but a reef runs off from the point to seaward, that prevents ships from approaching it. See **CUJA**.

BOSTON is a well-built town of Lincolnshire, whose Tower steeple is one of

the most elegant and lofty structures of that kind, and a noted sea-mark. It has an octagon lanthorn on the top, and can be seen 40 miles round. Its harbour will only admit vessels of small burden; but it communicates with Lincoln, partly by a natural navigation, and partly by a canal. At its termination in Boston is a large and curious sluice. Another canal also goes to Bourn.

The number of men to be procured at this port is 60, for raising a body of 20,000 seamen for the use of the Royal Navy of Great Britain from the different ports.

BOSTON Deep, or Lynn Deep, an arm of the sea, running in to S. W. from the point of land which trends N. W. to the harbour, and by a turn of the coast on the Norfolk side to a parallel direction.

To sail into the deep within Boston Knock, keep the soundings of the shore in 4 or 5 fathoms till the point of Leger Nefs bears W. N. W. There is 5 fathoms between the shore and the Knock to the middle of the channel, but falls dry at low water. Having got Leger Nefs at W. N. W. steer S. W. between the Knock and a shoal shooting out from the shore to the W. of Leger Nefs, till there is 6 or 7 fathoms, though it has only 2 at low water; and when over, as the tide there flows 5 fathoms, go on to S. W. between the long sand and the shoal which lies off from the shore, in 9 to 10 fathoms. Sound on both sides, both the shoal and the Long Sand, in 5 fathoms; the flat is somewhat steeper than the Long Sand.

To sail without the Knock, into the deep, in coming towards the W. land, bring the steeples of Ingold mills, which are a little N. of Leger Nefs, into one, when they will be at about N. N. W. keep them so, and sail from them S. S. E. till the trees on a point near Leger Nefs come without the point of the Nefs, when ships may run through without the Knock. And when the trees just mentioned come a handspike's length E. of Leger Nefs point, sail S. W. into the deep between the Knock and Long Sand, in 5 fathoms between the Knock and the point of the sand, but in 9, 9, and 10 fathoms after passing the Knock.

To sail out of the sea into the deep, which runs nearly parallel to the N. W. shore,

shore, bring the trees before mentioned a handspike's length without the trees at the point of Leger Nefs, then bearing about N. N. W. and sail right with them till the high land within Leger Nefs or Winfleet begins to come even without the Nefs, which will then bear to the N. of W. This is within the Long Sand Point. Or, when some houses at Midway between Leger Nefs and Ingold Mills, close by the sea, are at N. W. and the aforesaid trees without the point; this is also within the point of the Long Sand, and then sail S. W. between the Knock and the Long Sand, as before.

A shoal or flat lies about mid channel, but rather nearest to the Long Sand, a little past Leger Nefs; the mark to be thwart of it is, when the trees on the point S. of Winfleet come into the second valley of the high land within Winfleet. Edge off to one side, that towards the shoal is widest, and keep boldly the sounding of this shoal, running along by it S. W. till Boston steeple comes over the smaller flat Tower of Butterwyke. It stands in a wood, and thwart of it lies a shoal somewhat without the point. Having passed that, sail W. S. W. along the aforesaid shoal till Boston steeple come over the second mill; when there is good anchoring by the W. shore in 5 fathoms at low water.

To go up to Boston, stop here till half flood, as there is not on the shoalest above 2 fathoms. The channel lies in along the beacons about S. to the third beacon; after passing that, keep W. S. W. and by little and little more westerly and even northerly, keeping the beacons on the starboard side, and run N. for the river. This does not shew an opening, till past the Sheep House on the point of the river along shore; when a ship may run up a league, taking care not to enter the river till half flood, and being a little within the houses on the larboard side, let go the anchor, and wait till the water begins to fall, when a ship may run up to the quay, and make fast. The ebb does not begin to run till the water has fallen 3 feet. The town is in lat. 53 deg. 10 min. N. and 20 min. of E. long. and it is high water at spring tides in the harbour at 6 o'clock.

To come from Boston, and to sail out of the deep with high water, bring the high land within Leger Nefs behind that point, and boldly sail either E. or N.

BOSTON, in Massachusetts, N. America, is situated on a peninsula at the bottom of a spacious bay, which is covered with small islands and rocks, and defended by a castle and battery. It forms a crescent about the harbour, and has a beautiful prospect from the sea. The Brewsters Islands are on the N. side of the passage. The only safe channel into the harbour is so narrow, that 3 ships can scarcely pass in a breast, and it is full of islands; but 500 ships may anchor within in a good depth of water. There are proper marks to guide ships into the fair-way. A light-house, with one lantern, is on Light House Island at the entrance of the bay for that purpose; it is the first island to the N. of Point Alderton, and between them is the fair-way of the channel in directly W. about a mile within the Point, in 9, 8, 7, and even 5 fathoms.

From this situation, there are two channels to the town, which lies N. W. The northernmost is first to N. W. by W. about a mile, nearly towards the middle of the E. side of George's Island; then more N. for half a mile, keeping nearly parallel with the coast of that island, so as to avoid the rocks on that side of the island on the larboard, and the spit of a sand that runs W. from the Great Brewster (which is to N. W. from Light House Island; it then turns more westerly to the S. W. side of Lovel's Island, keeping in 5 fathoms at low water till off that point, where there is a fathom less. Keep up nearly N. on the W. side of Lovel's Island till abreast of the N. end of it, and then veer away N. W. and soon after W. in 3 and 4 fathoms alternately round Nick's Mate Island, the northernmost of two small islands on the larboard. The southernmost is called Gallop Island, the N. E. end of Long Island is nearly W. of that about a mile; steer about W. as far as the middle between that and the N. end of Spectacle Island, about a mile farther also to the W. and then N. N. W. till almost close with a small island, called Castle Island on the larboard. Between this and Governor's Island on the starboard, sail about N. N. W. till abreast of the N. end of the Starboard Island; this part of the passage has the least depth, not above 2 fathoms at low water; from hence proceed N. W. till pretty near the S. end of an island on the starboard called Noddle's Island, almost 2 miles,

miles, when Boston will lie directly W. about a mile.

The southernmost channel, goes off to the S. of W. along the S. end of George's Island, and then N. W. leaving that and Gallop's Island on the starboard. Then the course turns away S. W. nearly in the middle way between the S. E. side of Long Island on the starboard, and some small islands and sands on the larboard. Round the S. W. point of that island, and turn again N. W. by N. nearly at an equal distance from the E. end of Moon Island on the larboard, which is rocky, and the said point. Here is the shoalest part of this channel. Then run up about N. N. W. till abreast of the E. end of Thompson's Island on the larboard, and then N. W. to clear the W. point of Spectacle Island on the starboard. Having cleared this, run up N. till Castle Island, before mentioned, bears N. W. when the two channels again unite.

The N. W. winds prevail here from October till February; and during that season, as they generally blow very strong, and are excessively cold, ships can make no port on this coast. Regard must also be had to the setting of the tides and currents between the islands; and, unless persons are well acquainted, pilots may be considered as necessary. The town is in lat. 42 deg. 25 min. N. and long. 70 deg. 37 min. W. and it is high water at spring tides at 10 o'clock.

BOSTAS Point. See CATABARIRA.

BOSWICK is on the E. coast of Sweden, in the Baltic Sea, near the Karels; but as neither large ships can sail in with the coast, or seamen find their way among such a labyrinth of islands, without pilots, which are usually had at Oeland Island, any farther description is unnecessary.

BOTANY Bay, on the E. coast of New Holland, so called from the variety of plants which were found there by the gentlemen who attended Captain Cook in his first voyage of discoveries round the world.

The S. point of the entrance has been named Point Solander, and the N. one Cape Banks, who lays down the Cape in lat. 33 deg. 59 min. S. and long. 151 deg. 25 min. E. They bear from each other E. N. E. and W. S. W. and in mid-channel entrance, but especially on the starboard shore is not less than 12 fa-

thoms, till abreast of some rocks which run off S. S. E. from a small island, and must be kept on the starboard. Farther up N. N. W. round the point is a fresh water river; and on the S. shore, when nearly the length of the rocks just mentioned on the starboard, the inner point, Sutherland, lies nearly W. about half a league, with a bank to the W. of it. Anchor off the fresh-water brook at S. about 2 miles within the entrance, in 6 fathoms, so that the S. point may bear S. E. and the N. point at E. The variation is here 11 deg. 3 min. E. The bay is capacious, safe, and convenient; and the land on the coast is moderately high, but level, and lower inland. Some steep rocky cliffs next the sea appear like a long island close under shore; about the middle of which is the harbour, which is easily discovered from the southward, but not so easily from the N. The entrance lies in W. N. W. and is little more than a quarter of a mile broad; and to go in, keep the S. shore on board till within a small bare island, close under the N. shore. Within that island is 7 fathoms on that side, which shoals to 5 fathoms a good way up. A shoal at some distance from the S. shore runs from the inner S. point to the head of the harbour; and towards the N. and N. W. shore is a channel of 12 or 14 feet at low water for 3 or 4 leagues, where there is 3 or 4 fathoms, but little fresh water. There is a fine stream of water in the first sandy cove within the island on the N. shore, near Point Peyrouse, where a ship may lie almost land-locked. It is high water at spring tides at 8 o'clock, rising between 4 and 5 feet. The coast may be seen 7 or 8 leagues off at sea.

BOTANY Isle, on the S. E. of New Caledonia, is connected with Queen Charlotte's Foreland by a reef of rocks, and farther S. E. to the island of Pines. From this island they extend to the S. and the situation is every way very dangerous. There is a channel to it between the reefs, after weathering the island of Pines and its rocks, &c. but it is narrow and requires much attention to guard against accidents. A strong current setting ahead to S. W. sometimes obliges navigators to anchor in 39 fathoms, fine coral sand; when the island bears W. by N. one mile; the hill on the island of Pines at S. 59 deg. 30 min. E. the low point of Queen Charlotte's Foreland N. 14 deg. 30 min. W. the high land over the

seen over two low islands, at N. 20 deg. W. and Prince of Wales's Foreland at W. half S. about 6 or 7 leagues off. The island is a mere sand-bank, not above 3-4ths of a mile in compass in lat. 22 deg. 27 min. S. and long. 167 deg. 17 min. E. It is high water here at spring tides at 10 or 11 o'clock. See **QUEEN CHARLOTTE'S Foreland.**

BOTESTAL Point, one of the points of the entrance into Bridgewater River, in the Bristol Channel. See **BRIDGE-WATER.**

BOTHNIA Gulf, or **BOTHNIC** is so called from the country on each side of it, called E. and W. Bothnia. It is a branch of the Baltic Sea to the northward, commencing at the island of Aaland or Aaland, off the S. W. point of Finland, in lat. about 60 deg. 15 min. N. and extending N. to lat. 66 deg. being in breadth from 17 deg. to near 21 deg. of E. long. at its S. end, but somewhat narrower, and inclining more easterly at the N. end.

BOTTE Rocks, between Ventotiene and Ponza Islands, 6 leagues from the former and 4 from the latter, are a groupe which rise several feet above the surface of the sea. See **VENTOTIENE.**

BOTTOMLESS Pit, on the W. coast of Africa, is 13 leagues E. from Cape la Hoa, near the W. end of what is called the Quaqua Coast between the Tooth and Gold Coast, and W. from Axim, not far from the mouth of Mayo River. It has its name from the depth, the longest line finding no bottom, even to 600 fathoms; and within musquet shot of the main it is 50 fathoms deep, at which depth come to anchor as soon as possible, though there is 35 fathoms in one place 2 miles from the shore, where is the best riding.

BOUGAINVILLE Bay, in the straits of Maghellan, is on the N. side of it, round the point where the coast begins to trend to the S. W. beyond Port Famine, between it and Cape Froward, the most southerly point of Patagonia. It is S. W. of Cape Shut up.

BOUGAINVILLE Passage, is formed by the S. E. end of Tierra del Espirito Santo, in the S. Pacific Ocean, which it has on to the N. W. and the island of Mallicollo on the S. S. E. These are of the number of the New Hebrides. See **HEBRIDES.**

BOVENA Island one of the Hieres Islands to the E. of Toulon in the

Mediterranean, on the coast of France; it is the most easterly of them. See **HIERES.**

BOVENBERGHEM, on the W. coast of Jutland, and to the N. of Numet Island, is 10 leagues N. from Kincopper Deep or Numet Haven, the whole of the coast a clear strand with small white sand hills; the blue double hills within land being seen all along and inland a great way, called the Holmes. Though there are several banks out at sea off this coast, they have all from 7 to 9 fathoms on them, and some more. Here is a smooth long hill, having a square tower church on its middle on a rising ground; and when thwart of it, the land appears in three, of which the middlemost is highest with the church upon it. Land may be seen off at sea in 13 to 14 fathoms. The Holmes are 10 leagues to N. N. E.

BOUCIE, or **Bogia**, on the coast of Barbary in the Mediterranean, is on the W. side of a river, and at the bottom of a bay, of which Cape Carbon, nearly N. of it is the W. point, in lat. about 37 deg. 10 min. N. See **BOGIA.**

BOVI Isles, in the Archipelago, are nearly in the midway between the islands of Nixia and Nicarie, in the direction of N. E. They are two small islands of little or no moment, near each other.

BOVIN or **Boving Island**, an island of France on the coast of Lower Poitou, to the S. of the river Loire. It is at the bottom of **BOURNEAUF Bay**, which see. It is wholly covered with salt pans.

BOUKA Island of Bougainville, the same with Winchelsea Island, sometimes called Lord Anson's Island, and S. E. from Sir Charles Hardy's Island.

BOULEY Bay, on the N. E. point of the island of Jersey, and E. from Bonnut Haven; and the same with what is sometimes called Trinity Bay, from the village at the bottom of it.

BOULOGNE, or **BOLOGNE**, on the coast of France, in the English Channel, near the mouth of the little River Liane. The entrance into the harbour is difficult, and defended by a small fort; but ships of war can come no farther than the road of St. John, and trading ships can only enter it with the tide. It is something more than 6 leagues S. W. from Calais, in lat. 50 deg. 44 min. N. and long. 1 deg. 37 min. E. It is high water at spring tides at half past 10 o'clock. In the road is good anchorage,

sheltered from easterly winds, in 5 to 15 fathoms, and a clean hard sand; but to the northward of the village it is foul and stony ground, and there are also some little rocks along the coast that ships must not come too near to the southward of the road. On the N. part of the river is a high large Tower, called the Old Man, which is a special mark to know the river by; and there lies a little sunken rock near a mile from the shore, to the N. of this Tower, having only about three feet water on it. On the S. point of the river is a stone wall, with a great beacon on it made of a mast: thwart of which from the S. Point a little reef or shoal lies off. Avoid this, and run close aboard along by the head on the N. point, and anchor within it; as a tide haven ships go in at high water, and lie dry on the shingle at the ebb. There is a bank before the river, over which there is usually water enough with the flood for any ships that can go into the haven. It is about 10 leagues S. westerly to the Soame. See BULLEN.

BOUNDEN Nefs, on the E. coast of Scotland, is about 4 leagues N. E. from the river of Montrose, and is indifferently stated in our Pilot Books to bear the names of Dounest or Todhead.

BOUQUERON Channel or Gut, on the coast of Peru in the S. Pacific Ocean, between Callao Point and Island, through which ships coming from the windward to that port usually pass, because the wind is always favourable. There is 4 fathoms in the shoalest part of this channel. The best way is to stand in from a little to windward of Callao Island, and run on till the part of the island to landward of the Solar Morro, or cape, be shut in and hid by a pierced rock. On each of the points there are crosses, which must be brought into one and run boldly in. At the end of this channel, which is the passage between the two biggest islands, and where the N. side of the greater island begins, there also begins the shallowest part of the channel. The fairway is N. W. and S. E. keeping always the pierced rock right astern; and when a great rock that is between the two great islands is hidden by the S. part of the greatest island, then keep closer to the island, for then the shoal is clear. The island side has more water than the point where the bank lies, on which the sea is seen to break. See CALLAO.

BOURBON Isle, in the Indian Ocean, about 20 leagues long and 15 broad, is to the E. of Madagascar Island, and W. of the Mauritius, possesses no harbour, but has two roads in which vessels may moor, some mention only that of St. Paul's, and add that boats only can land there. It is on the W. side; and Dauphin Bay is N. of it on the same side. But they dare not ride here at anchor, especially in the rainy season, for fear of hurricanes, which, from December to May, generally happen about the new and full moon. In this interval, therefore, ships seldom approach the island, within 4 or 5 days of those phases; and this precaution, though not absolutely infallible, commonly succeeds. St. Denis, the N. end of this island, is in lat. 20 deg. 32 min. S. and long. 55 deg. 30 min. E. It has been called Mascarenah's Island. The whole coast is dangerous from the numerous sunken rocks around it, as well as from the hurricanes; and at the S. end is a volcano, which by night appears both grand and terrible at sea.

Point BOURBON, is a projecting point on the S. E. side of the island of Bourbon. See the preceding article.

Port BOURBON, in the island of Mauritius, or island of France, in the same ocean, is near the S. E. extremity of that island on the E. side. See MAURITIUS.

BOURDEAUX, a city and port of France, on the Bay of Biscay, is situated on the river Garonne. See GARONNE. It is high water at spring tides at 3 o'clock, and is in lat. 44 deg. 50 min. N. and long. 0 deg. 35 min. W.

BOURDINOT Rock, is a sunken rock lying off about a mile from St. Cas Point on the coast of France, in the English channel, and about 3 leagues W. from St. Maloes; but it never dries.

BOUREL, or **BRILLO Cape**, is about 6 leagues N. W. from Ribadues, having on its W. side the bay of St. Cyprian, on the coast of Galicia in Spain, and on the S. side of the great Bay of Biscay. See CYPRIAN.

BOUREAN Shoal. See BAZANE.

BOURG, is the capital or chief place of the island of Cayenne in South America, in lat. 5 deg. 2 min. N. and long. 52 deg. 50 min. W.

BOURNE, a small rivulet or brook, which falls into the sea at Hastings in Suffex. The port had anciently a strong pier, of which the wooden piles appear at

at low water; and near it is a platform mounted with cannon. The cliff on the S. side is perpendicular and lofty. See **HASTINGS**.

BOURNEAUF, or NOIRMOUTIER Bay, on the W. coast of France, is southward of the S. point of the entrance of the Loire, having Noirmoutier Island at the S. point of the bay. To sail into this bay from Belleisle, steer E. S. E. till Abbe Blanchon in the island of Noirmoutier is N. of the trees in the land over that abbey; and then run on E. by N. till the abbey is without the castle of Noirmoutier. After that, being now within the Sclois, run again E. S. E. till within the Monk rock, which may be passed on either side. When Barres de Mont is open of the E. point of La Fosse, anchor in 6 or 7 fathoms. It is 13 leagues E. S. E. from Belleisle to Noirmoutier island.

BOURO Island, in the Indian ocean, is in the midway between the islands of Macassar and Ceram, in lat. 3 deg. 30 min. S. and long. 127 deg. 25 min. E. It is about 50 miles in circumference, and has some exceedingly high mountains; and the adjoining sea is in some parts uncommonly deep.

BOUTON Island, is an island in the Indian Ocean, 4 leagues from the S. E. part of the island of Celebes, or Macassar, in lat. 5 deg. 0 min. S. and long. 123 deg. 30 min. E.

Bow Island, in the South Pacific Ocean, is about 10 or 12 leagues in compass, and shaped like a bow, of which the arch and chord are land, and the middle space between them water. The chord is a flat beach, 3 or 4 leagues long, and destitute of all vegetation; scarce more than 200 yards broad, apparently, though it may be wider. The E. end of the island is in lat. 18 deg. 23 min. S. and long. 141 deg. 12 min. W. and one account makes the variation 5 deg. 38 min. E. but another 5 deg. 58 min. E. It lies to the W. of the Island called Thumb Cap.

Cape BOWLING Green, on the E. coast of New Holland, is between Cape Upstart and Cape Cleveland, and nearly in the mid way.

Bow NESS, on the W. coast of Cumberland, has its name from the bend of the coast here towards the S. It forms a promontory or S. point of the entrance into Solway Frith.

Bow's Rocks, a ledge of rocks on the E. coast of Scotland, about $\frac{3}{4}$ ths of a mile from the harbour or haven of Elle,

and a quarter of a mile from the shore. They are dry from half ebb to half flood, so that at high water it is necessary to be careful. To sail without them, the high hills of Largo Law must appear above the land, or keep an old house, called the Toll Booth, at the head of the bay, right upon the pier head. The entrance is not good, having only 9 or 10 feet at high water at neap tides, and 12 or 13 at spring tides, they lie at W. S. W. from it.

BOXEY Point, in Fortune Bay, on the E. coast of Newfoundland, is in lat. 47 deg. 36 min. N. and long. 55 deg. 40 min. W.

BOYER's Bay, at the N. W. end of the Island of St. Kitt's in the West Indies. It is between White Flag Bay on the S. W. and Larionitz Bay on the N. E. and the Larionitz Gutt or River falls into it.

BOYNE River in Ireland falls into the sea a little beyond Drogheda, to the N. of Dublin, on the E. coast of the island.

BOZE Island and River, in the Island of Sardinia in the Mediterranean. The town is on the N. side of the river, which falls into the ocean on the W. and the island so called is off the coast to the S. between the mouth of that river and another which lies to the S. of it. From Cape St. Marc it bears N. a little E. or rather from Cape Salinas or Salterns, from which latter point it is distant about 6 leagues. There is anchorage off the mouth of the river, to N. W. from the island, in 8 or 9 fathoms. There is a watch tower on a point about 2 leagues to the N. W.

BRAAN, is a river of Scotland, which falls into the Tay a little above Dunkeld. Though our plan does not strictly warrant it, we may be excused in acquainting our readers, that a scene of uncommon grandeur presents itself upon this river at a place called the Rumbling bridge; where the whole water of the river is precipitated in a fall of near 50 feet, under an arch which is thrown over a narrow chasm between two projecting rocks that almost meet each other.

BRAAWIKING Bay, is on the W. side of the Baltic Sea, about 30 leagues S. W. from Stockholm. See **NORKIOPING**.

BRACES, of which there are two, are sand banks lying across the entrance into the channels for the river Hughly at the bottom of Bengal Bay. The outer

brace is about 5 leagues from Piple, where ships must anchor in the night; they would be in danger of being carried on the braces too soon, if they anchor nearer, from a sharp current and stiff gale. Keep the lead going till 5 leagues E. from Ballasore road, and when Piple River is due N. there will be a fine light brown sand on the land for 3 or 4 casts only, and then ooze again. Anchor there, but with a certainty of having 6 fathoms at low water. On the edge of the brace, there is 13 to 14 feet and a half; but the sea runs so high in blowing weather, that it is sometimes all on a breach. A deep ship, with a strong gale, should not move therefore till two hours flood; and then with an easy sail, she may steer E. by S. till by the lead she finds herself upon the brace, when she must crowd all the sail possible till she is over into the first narrow channel, or small swatch, which is between the two braces. When over, and in soft ground, there will be 5 fathoms and a half water, or a little more; then steer E. by N. and E. N. E. to pass the second brace into the great swatch or channel. Having advanced about 2 leagues there, if the tide is spent, or the ebb begins to make, anchor till the next flood, to be ready to go on.

The following marks more particularly require attention, in passing the braces.

In weighing from Piple tree with two hours flood, the E. by S. coast leads directly to the entrance of the W. brace at 3 leagues and a half distance from the nearest land, which bears about N. N. W. That distance is the best offing, and the brace must not be entered upon at less than 3 leagues distance, as there is not so much water by 3 feet, if any nearer. If the wind also blows from the sea more than at S. S. W. with the flood a ship will be driven into the Bight, and lose her passage, in being unable to weather Salt River Point. Neither must the distance exceed 4 leagues, because, though there may be water enough upon the brace, a ship may be embayed, especially in dark weather, after passing it, either with the breakers on the other side of the small swatch (called the W. side of the sea reef) or with the dry part of the S. end of the long sand, which is on the east side of the great swatch. See LONG SAND.

After passing the first brace into the small swatch, the bluff tree at Salt River Point will bear N. 1-half E. and soft

ground; continue the course as before. When in the great swatch, the Salt River Tree, and a white sandy down to the W. of it, will bear N. W. by N. this great swatch is part of the main channel of the river. Then steer away E. N. E. and N. E. by E. to avoid the dry end of the long land, already mentioned; always keeping a man on the fore-yard or bow-sprit to look out for the breakers.

BRADING Bay, in the Isle of Wight, is mostly dry at low water, and has only a narrow channel for small vessels, when the tide is in, on account of a bar at the entrance; it is almost opposite to Portsmouth, being at the E. end of the island, and not far from St. Helen's Road.

BRAG Point, at the mouth of the River Ava, on the E. side of its influx into the ocean. See AVA.

BRAHE'S Tower, or TYCHO BRAHE'S Tower, in the city of Copenhagen, a mark for sailing into that city from Elleneur. See COPENHAGEN.

BRAH Head Point, or BRAY (which see) on the E. coast of Ireland, is 4 leagues N. from Wicklow. It is steep, and the highest land upon that part of the coast. It is only 2 leagues and a half from Dalkey, the S. point of the entrance into the bay of Dublin. The small fishing town of North Castle, having a small flat point, is between it and Wicklow; from this flat point to Brah Head is 13 to 14 fathoms, but at North Castle only 4 to 6 fathoms. To the S. of Brah Head, opposite to the Sugar Loaf hill, is a foul stony bank, with 4 fathoms water on it. When from without the grounds off this coast, the three hills called the Vineyards, of which the Sugar Loaf is farthest, are in a line; run safely in that direction within those grounds. Brah Head is N. of all the grounds.

BRAINTREE, in Massachusetts Bay, on the coast of New England, N. America, is at the bottom of a shallow bay, but has no harbour. It is well watered with springs, through which also runs the river Smelt; the river Stony is about a quarter of a mile to the S. of it.

BRAKES, are certain sands, near 4 miles in length, which lie off from the land nearly at E. and N. of E. from Ramsgate; at the N. end of the Downs, about S. E. from the N. Foreland. They are within the inner point of the Goodwin Sand called the Buntheads about

about half the distance from land; and between them is a channel out of the Downs to the N. in 8, 9, or 10 fathoms. Come no nearer the Bunthead in going out N. than 10 fathoms on the starboard, but a ship may borrow on the Brake on the larboard in 7 fathoms.

For the inner channel, within the Brakes, between that and the Querns on the larboard, great ships can only pass through at high water, though it is above a mile across; for there is a small middle channel at the S. end near the Brake, on which is but 7 feet at low water; to go through between the Brakes and the Querns, keep St. Margaret's church between Deal castle and Walmer. In turning through, stand over to the Brakes till St. Margaret's church is within a sail's breadth of Walmer castle, and to the westward till the same church is within a sail's breadth of Deal Castle. When the church is just to the eastward of Deal Castle, the course through is N. N. E. in the best of the channel at low water. The depth varies from 15 to 24 feet; but is deepest, the nearer to the Brakes. See BUNT HEAD and QUERNs.

BRakes, a sand before Dunkirk so called, at N. to N. W. from it, and nearly parallel to the coast. A long narrow bank, on which is from 3 to 5 fathoms, extends W. till it is N. from Gravelines, and stretches E. on the S. of the W. end off the Brakes, almost to Dunkirk; and between them is a channel lying E. and W. but turning off S. W. round the W. end of that bank.

BRALLERON's Shoals, to the E. of Madura Island, the N. end of which is in lat. 5 deg. 50 min. S. and long. 113 deg. 41 min. E. the water is here discoloured, and it is still shoaler to the S. but clear to the N.

BRAMAO Point, on the N. E. coast of South America, being 12 leagues from Cupanama E. by N. In coming from the eastward along the coast, keep a large offing, as there lies a great bank of sand off shore in the midway, above 4 leagues into the sea, and as many broad. It appears to be the point of the river Surinam, on the coast so called. See SURINAM.

BRAMBLES, a dangerous sand between the port of Cowes on the N. side of the Isle of Wight and the mouth of Southampton River at Calshot Castle.

It is rather nearer to the main, and nearly in the fair way; which at low water and spring tides is sometimes partly dry, or very nearly so, and lies nearly in the fair way from the castle to Cowes. There are buoys upon it at the E. and W. ends; the course round the latter being a little out of the fair way to the W. and round the former a little out to the E. But to the E. of that is another buoy for the N. W. end of the middle ground; between which is the channel at low water. To the N. W. of the E. buoy of the Brambles, along the side of the land is from 9 to 12 feet at low water, and from 9 to 21 feet along the N. W. side, which is nearly parallel to the shore of the main to the W. buoy, and the same variation on the S. side between the two buoys in almost a direct line. At present, the lower masts of a brig trader, which was lately lost here, are another mark, the deck of which is seen at low water; but as these will probably be decayed in a few years, they cannot be considered as a constant mark.

BRANCA Island, is a small island near the shore, at S. by E. southerly from the River Camaroon on the coast of Benin, in Africa. It is soft and flat ground all round it, and has good soundings. See CAMAROOON.

BRANCHES Vertes, are about a mile N. W. from some banks or overfalls, which are 11 or 12 leagues W. from the island of Rhe on the W. coast of France. On these banks the ground is so uneven, that in some places there is but 2 or 3 fathoms, and in other places above 30. In stormy weather these shoals are very dangerous, as the sea breaks terribly upon them; there is 50 or 60 fathoms on the Branches Vertes.

BRANCO Island is an island which is passed on the starboard in the fairway from Cape Concededo, cross the bay of Campeachy, in the Gulf of Mexico, in the direction of S. W. by S. and S. W. to Vera Cruz.

BRANDARIES, on the W. end of the island of Schelling, or Scheveling, on the coast of Holland, is remarkable for its Beacon and Tower. To go through the western Boom Gat or Channel, bring these both in one at E. and E. by S. keeping them so, and running past the first buoy in 6 fathoms as far as the second. Then bring the Tower a little to southward of the beacon, and then run between a white and a black buoy, where

where is 17 feet at low water at the shoalest; and from thence in 6 or 7 fathoms is the fairway of the Boom Channel, the N. side of which is deepest. It is so broad and fair, as to admit of turning it up; and even the current, in calm weather, will suffice to send a ship right in.

BRANDEN Bay, on the E. coast of China in the Indian Ocean, is N. of Harling's Bay. Ships sometimes ride off the bays and rivers of this coast at a distance, and sometimes put in for fresh provisions, water, and the like; but Europeans are not suffered to trade here. To ride in this bay at a distance, go in N. and ride in 6 to 10 fathoms in good soft ground leaving two islands which lie W. by S. and E. by N. from you on the starboard.

BRANDERMASIN Port. See **BANJAR**.

BRANDON Harbour, is on the N. side of Long Island in the State of New York in N. America, being 3 leagues W. from Smith's Town, and the same distance from Hempstead Plain.

St. BRANDON's Head and Bay, to the S. W. of Shannon River on the W. coast of Ireland. It is W. from Tralee Bay, and E. from Smerwick Haven. It is also called Hog Bay, or Linkerm Bay. See **HOG** and **LINKERM**. The lat. is 52 deg. 10 min. N. and long 10 deg. 28 min. W.

St. BRANDON Island, to the N. E. of the islands Bourbon and Mauritius in the Indian Ocean, is in lat. 16 deg. 38 min. S. and long. 62 deg. 50 min. E. It is a small inconsiderable island, little more than a rock.

BRAQUE Point, on the main land of the continent of India, is N. E. by N. 25 leagues; it is a very high and remarkable point. It is in the way of ships to Pegu River. See **DIAMOND Island** and **PEGU**.

Bay St. BRASS, is E. by N. from the Needles Cape, or Cape d'Aguillas, on the E. side of the Cape of Good Hope, in lat. 34 deg. S.

BRASS Island, is one of the smaller Virgin Islands, near the N. W. end of the island of St. Thomas in the West Indies.

BRASSA Island and Sound, or **Brassey**, among the Shetland Islands, to the head of which it is 2 leagues N. from the island of Mula. To go into the sound, leave the island on the starboard, having

the main, in coming in from the E. on the larboard; the entrance this way is easily known by the E. part of Nolle Island to the E. of Brassa Island, which is called Hang Cliff from the land on the sea side hanging over into the sea. There is no danger in sailing in or out of the sound. A thousand sail of ships may ride in this sound, at convenient moorings at one time. It is high water at spring tides before 10 o'clock, when it rises and falls 8 feet, but at neap tides only 5 feet. It comes in gently at the S. and runs out at the N. entrance; but the ebb tides run strongest at the N. entrance. It is in lat. 60 deg. 9 min. N. and long. 0 deg. 38 min. W. and has 24 deg. 45 min. of W. variation.

BRASSA, in the gulf of Venice, on the N. E. side of Italy, is one of the numerous places of that part which affords good roads for ships.

BRAVA Island, one of the Cape de Verd Islands, is 4 leagues W. S. W. from the island of Fuego. It is both high and rocky, and full of trees, as oranges, lemons, &c. It has been said to be unfathomable all round it, and is encircled with rocks; but it has a road on the S. E. side, and a haven on the S. side, where there is sufficient depth for large vessels, and good convenience on the W. side for taking in fresh water. It is in lat. 14 deg. 45 min. N. long. 24 deg. 47 min. W. has had the name of the island of Rogues, and sometimes the Savage or Desert Island. At 8 leagues W. S. W. is a shoal of about 20 fathoms in length, on which is but 3 feet water, and the sea rises very high upon it; which requires to be noticed, because it lies in the fairway from these islands to the coast of America, especially to the Brazils, and from the coast of Guinea to the West India Islands.

BRAVAGHUL River, on the W. coast of Africa, is in 24 deg. of S. lat. nearly, and about S. by E. from Cape Negro, which is the direction of the coast to the Cape of Good Hope.

BRAUNSBURG, is a pretty large and good trading town of Ermeland in Prussia. It is situated on the passage, which at a small distance falls into a fresh water harbour, about 17 leagues E. of Dantzick, in lat. 54 deg. 22 min. N. and long. 20 deg. 6 min. E.

BRAVO River, in New Mexico, sometimes called Del Norte, falls into the Gulf of Mexico from the W. at the 26th degree

gree of N. lat. The coast from hence to the N. and E. as far as Mississippi, is all low and overflowed, and abounds with rivers; but has no settled inhabitants.

BRAVO Island, one of the Cape Verd Islands. See **BRAVA**.

BRAVO, a town of Africa, on the coast of Ajan, with a good harbour. It is on the eastern coast, in lat. 1 deg. 20 min. N. and long. 43 deg. 25 min. E. and about 27 leagues from Magadoxo.

BRAY Head, already mentioned under the Article **BRAH**, is very steep, and also on the ground, but has 10 fathoms close by the shore. It has a harbour, in lat. 53 deg. 11 min. N. and long. 6 deg. 1 min. W. See **DALKEY**.

BRAY Head, on the W. side of the coast of Ireland, is in lat. 51 deg. 42 min. N. and long. 10 deg. 35 min. W. and has high water at spring tides at 3 h. 30 m.

BRAYE'S Rocks, of which there are several, are about two miles N. E. from the N. E. point of Guernsey Island.

BRAZA, or **Brazzo** Island, on the N. E. coast of the Gulf of Venice, is a long narrow island, between the Island le Fina and the coast of Dalmatia, and S. E. from Spolato. Its N. W. end is in lat. 43 deg. 50 min. N. and long. 17 deg. 35 min. E.

BRAZIL Coast, in S. America, extends from the equator to 35 deg. of S. lat. and has on the N. the Atlantic Ocean and the River Amazons, on the E. is the same Ocean, on the S. the River Plata. The principal town is St. Salvador, or All Saints Bay, or Baya de Todor Sanctos. The coast is bordered by a thick and flat ridge of rocks from 20 to 30 paces broad, having passages through in many places to the shore. The winds and tides which go together run northerly from February to August, when ships cannot possibly sail from N. to S. but from the beginning of September to the end of November the stream takes the opposite course, and there is no failing from S. to N.

BRAZY Sound. See **BRASY**.

Cape BREAK, or **Break Heart Point**, on the E. coast of Newfoundland, is the E. point of the entrance into Trinity Bay, being about 10 leagues S. E. from Cape Bonaventure. It first trends W. by N. then W. by S. then W. S. W. and again W. by S. Off the land from the point is a ledge of rocks, which are

above water. Two leagues from it to S. W. is Sherwick Point. Scurvy Island is to the southward of it a little from the shore.

BREAK Sea Island is without the New Passage or N. entrance into Dusky Bay, on the W. coast of the southern island of New Zealand. To come into that Bay from the N. it must be passed on the star-board. See **DUSKY** Bay.

BREAK Sea Spit is a shoal which runs off from Sandy Cape, on the E. coast of New Holland, in the direction of N. N. W. It forms the E. side of a large Bay to the W. called Hervey's Bay. At 3 leagues N. half W. from the cape is 6 fathoms over the tail of it, in lat. 24 deg. 22 min. S. To the N. of it is smooth water.

Point BREAKERS, is the S. E. point of Hope Bay on the N. W. coast of N. America. It is in lat. 49 deg. 15 min. N. and 126 deg. 40 min. W. The tides on this coast make high water at spring tides about 12; rising and falling 8 feet 9 inches for two or three days at that time by day, and two feet more by night.

BREAM Head and Bay, on the E. side of the N. island of New Zealand, is in lat. 35 deg. 46 min. S. and the N. point of the Bay so called. The head is high land, and has many pointed rocks ranged on its summit, and some small islands before it, called the **Hen** and **Chickens**; of which one is high and has two peaks. It is N. 41 deg. W. from Cape Colville, and 17 leagues and a half distant. Point Rodney is 10 leagues to the N. of it; and at about 10 miles N. the variation is 12 deg. 42 min. E. The Bay was so called from the plenty of sea bream caught here with hook and line, while at anchor in 14 fathoms and a sandy bottom.

BREDE'S Shoals is a dangerous reef of rocks near Cape Cicer on the coast of Cambodia. It stretches out far to seaward, and an offing of 3 leagues at least must be kept, to clear the shoals and rocks and foul islands which are nearer shore. See **CICIER** de Terra.

BREE, or **BROAD** Bank, is one of the three sands which are thwart of Brewer's Haven Channel on the side of the Island Schonen on the coast of Holland. It is a good distance from land, and has 7 fathoms upon it, and 19 fathoms within it, and is the outermost of the three. The Rattle Bank is to the S. W. of it, and

and between them is a channel of 18 or 19 fathoms.

BREESIN Island. See **BRESIN**.

BREHAR Island, or **BRYER**, one of the Scilly Islands, which has but few inhabitants, is very rocky and mountainous. It is the largest of the islands to the N. W. having the island of Tresco on the E. side of it; and between them from the N. N. W. or N. E. is a road and anchorage for small ships, called New Grimsbay, in 5, 6, or 7 fathoms at low water before the Castle. To the S. part it dries between them on the ebb. High water at spring tides is at half past 4; rising then 21 and 22 feet, but 15 and 16 only at neap tides. See **SCILLY** Islands. It is about 10 leagues from the Land's End, in lat. 50 deg. 2 min. N. and long. 6 deg. 42 min. W.

BREHAT BRIACK Island, on the coast of France in the English Channel, is about 8 leagues N. W. by W. cross a bay from Cape Frehel. Brieu Haven is between them in the bottom of the bay. It is almost surrounded with rocks and ledges, and small islands. Menmare is 4 miles E. from the N. end of it; the Horaine Shoal about a mile E. from Garvo. Lobrasles Shoal is also about 2 miles E. from the N. E. end of Brehat, and the Eschaudees are about a gun shot N. E. from that; with many shoals and rocks between them and the island. On the N. W. side are the islands of Tuscees and St. Mande, and a channel between them and the island, called the N. E. channel, where ships may ride in 8, 10, or 12 fathoms. Doran and Zearn Islands are almost two miles N. of these; but without, and to N. E. into the sea, it is foul and rocky. The Heaux Shoal is also about 4 miles N. W. from Brehat, and 2 or 3 miles from the main; and the Noires Rocks, are about a mile W. S. W. from that; and on both are several rocks above water. A mile or two N. of these is also all foul ground, and full of rocks. This island is in lat. 48 deg. 53 min. N. long. 3 deg. 12 min. W.

BRELANDE's Bay, on the S. side of the island of Jersey, near the S. W. point of that island to which St. Aubin's is contiguous, on which account it is commonly called the bay of St. Aubin. See **ST. AUBIN**.

BRELAND Island, off Cape Cornwall, or the extreme W. point of England, which is nearly N. about 4 miles from the point called the Land's End.

BREMEN, on the N. E. side of the River Weser, which falls into the E. sea, is in lat. 53 deg. 30 min. N. and long. 8 deg. 55 min. E. and has high water at spring tides at 6 o'clock. For the passage to it, see **WESER**.

BREMER Holm Island is 2 leagues northward from Volgar Road on the coast of Norway; but there lies between them a funken rock, to keep clear of which, let the island in the entrance of Volgar River be a little open with the point of land on the N. side. The channel here divides into two, the Old Leith or Channel, and the New. These are all northward from the Bommel, and from Munster Haven.

BRESCON Island and Fort, on the coast of Languedoc in France in the Mediterranean, is 5 leagues S. W. from the port of Cette, and nearer the entrance into the river going up to Beziers; for which see **BEZIER**s and **CETTE**. From W. to E. round its S. side it is rocky; but has anchorage both to the W. E. and N. E. towards Cette in several places, and even at a small distance from the island which is nearly S. on the outside of the long, irregular islands, which form the straits on this coast from the river of Beziers to the mouths of the Rhone. Within these straits is Montpelier farther to the N. E.

BRESIN Island, is W. from Cape Cornwall, a mile from the shore, and almost 2 leagues to N. N. E. from the Long Ships. It is a small, high, round island, and on the N. of Whitland Bay.

BRESON, 5 leagues about N. or N. by W. from the Land's End of Cornwall. It appears to be the same as the preceding article.

BREST Harbour, on the W. coast of France, is next to Toulon, the first port of France; and it has an excellent road, of near 8 leagues in circumference, with complete anchorage for the largest fleets in 8, 10, or 15 fathoms at low water. Its entrance, from the W. S. W. is narrow and rocky, and therefore dangerous; the Fillettes and Mingan Rocks, are always under water, which are a little on the starboard of the middle between the Main on each side, except at the lowest ebb of high spring tides. To keep one-third over from the larboard or N. coast is therefore the best channel, in a parallel nearly to that coast; which will be a good general direction for passing

ing through the Gullet into the Road. Nor is this road sufficiently covered from high winds which often cause a very rough sea, and occasion ships at anchor to labour greatly. The entrance and coast on both sides is strongly fortified. To make the mouth of the entrance in coming round St. Matthew's Point from the N. or English Channel, run S. round the islands to the southward of that point, and then run E. a little southerly near 2 leagues, by which the Coq and other small rocks will be left on the larboard, being about half a league from shore. When abreast of the windmill on the larboard, near the S. E. point of Bertheaume Road, then observe the general direction already given to sail through the Gullet. It is also advisable for ships coming from the W. or S. W. if they do not make St. Matthew's Point, to secure the N. point, called Godron of the Gullet, near a mile to the E. of this mill, and attend to the same caution. The town of Brest is not above two miles from the N. point of the entrance into the road, and is on the N. shore; in lat. 48 deg. 23 min. N. and long. 4 deg. 31 min. W. and has high water at spring tides at 3 hours 45 minutes. Without the Gullet the tides are three quarters of an hour sooner; and they usually rise about 3 fathoms.

BRETON, about two miles from the shore off the coast of France in the English Channel, and the same distance S. from Granville, towards Cancale Bay, is a bank, of which the middle is dry at low water.

Cape BRETON, is at the N. end of the lake which extends northward from the mouth of Bayonne River at the bottom of the Bay of Biscay. It is on the main land, and is known about Bayonne on that quarter by its flat tower; and is often called Cabriton.

Cape BRETON Island, in the Gulf of St. Lawrence in N. America, is of very considerable extent, being 100 miles in length, and 50 in breadth, and extending from lat. 45 deg. 20 min. to 47 deg. N. and from long. 59 deg. 30 min. to 61 deg. 20 min. W. The strait of Frontac or Canis, not above a league broad, separates it from Nova Scotia, and on the other hand it is about 7 leagues across to the island of Newfoundland, which is the S. entrance into the Gulf of St. Lawrence. All its harbours are open to the E. going round to the

southward for 50 leagues, from Port Dauphin to Port Thoulouze near the entrance of Frontac Strait. The Cape of its name is the E. point of the port or harbour of Louisbourg, the capital of the island, and about 2 leagues E. from it. Except what has been just mentioned, the rest of the coast scarce affords anchorage but for small barks in the little bays or inlets between the islands; the northern coast in particular is very steep and inaccessible, and so is the W. as far as the northern or N. western entrance of Canis or Frontac Strait. The sea in its vicinity to the E. is covered with thick fogs till the beginning or middle of April, and the harbours choaked up with ice.

Pertuis BRETON, or Breton Channel, on the W. coast of France, and on the N. of the island of Rhé, between that island and the main; and the best part of the passage is to go nearer the main by about one sixth part, in which is 10 to 13 fathoms, but less when St. Martin's Fort bears S. S. W. and S. W. by S. To anchor in St. Martin's Road, See St. MARTIN'S. To go through, run on till the mouth of the little river between St. Michael's and Lucon Channel is right over Point l'Aguillon; with which mark run through between Point St. Marc on the main and Point Sablonæaux on the island of Rhé, and that course will avoid the Lavardine Bank.

Port BRETON, at the extreme part of the Mediterranean, on the coast of Syria in Asia; it is N. N. E. from Larissa Gulf, about 14 or 15 leagues.

Cape BRETT, or MOTUGOGO, on the E. coast of the N. island of New Zealand, is in lat. 35 deg. 10 min. S. and long. 174 deg. 37 min. E. about 7 leagues from which are many small islands close under the main, called the Cavalles. It is higher land than that which joins it, and on its point is a high round hillock, and to N. E. by N. about a mile, is a small high island or rock that is perforated. On its W. side is a large and deep bay, lying in S. W. by W. See Bay of ISLANDS, and Point POCOCKE.

BREWERS Haven, or BROWERS-HAVEN Channel, on the coast of Holland, is the southernmost of the two channels, between the Island Schonen and Goeree, and that which is used by great ships. The dry land, called the Springer, separates it from the northern-

moft, which only is covered by very high tides. To fail into this channel, go to the weftward of it; then bring the two beacons on the W. end of Schonen one in another, and run directly in upon this mark till Renift Steeple comes to the Blenk or Woolfack; take up these marks and run on till the Outdrop, a small white fpire on the ifland Goeree, comes in a right line with the Steeple of Goeree. With these marks go in betwixt the Ooster or Easter Bank, on the larboard, and the Blenk on the starboard; and then to southward of the outermost buoy till within the Ooster Bank, and thence till near the second buoy. If there are no buoys, bring Bommen a little without Oostfleert or Oxtail, a point off Schonen, on the W. of Brewer's Haven. The channel is broad and deep, and very convenient for large ships; and in turning to windward, either out or in, run along a good way on both fides of the outermost as well as the second buoy. Before this channel the flood turns about with the fun, fo that the after-flood runs into the channel, and afterwards turns about to the southward, and continues to the running of the ebb; but the after-ebb runs right out of the channel thwart into the fea, and then turns about to the northward with a fore-flood. See **BROWERSHAVEN**.

BREWERSHAVEN, on the S. W. coast of S. America, is a good harbour at the N. extremity of Chiloe Ifland on the coast of Chili, in lat. 42 deg. 30 min. S. and long. 74 deg. 10 min. W.

BREYER Ifland, on the coast of North America, is, in lat. 44 deg. 19 min. N. and long. 66 deg. 25 min. W. where it is high water at fpring tides at half past 9 o'clock. The variation is 12 deg. 15 min. W.

BRIACK Ifland, is on the coast of France, in the English Channel. See **St. BENNET** and **BREHAT**. It is about two miles long from N. N. E. to S. S. W. Two mills are feen upon it from the eastward, and a high round hill between, having a small house. It is good anchorage all round it, though there are fome rocks. Near a league from the N. E. point is a rock, called the Souff of Garvo, and about a league from the N. end of it begins a ledge of rocks, under water, stretching N. by E. and S. by W. about two miles; at low water they appear at the two extremes. Be very careful to avoid them. In the fairway of

Jersey, Rockdove, and this ifland, is 20, 25, and 30 fathoms.

BRIAREE, is a town in Gatinois, in the country of Orleannois, on the W. coast of France, on the river Loire, where the canal begins that unites this river with the Seine. It is in lat. 47 deg. 40 min. N. and long. 2 deg. 45 min. E.

St. BRIDE's Bay, or **BROAD Bay**, is to the S. by E. from Ramsey Ifland, on the coast of Pembroke in Wales, of which that ifland is the northern limit; and fome call it Broad Bay. On the N. of the bay lies the little city of St. David's. There is very good anchorage in every part of the bay, in 7 to 10 fathoms; but westerly winds make a great fea in the mouth of the bay, from which there is shelter under the ifland of Ramsey. Seau-more is the S. point of the bay; which, with Scookham, break off much of the force of the fea from ships riding here in southerly winds. It is in lat. 51 deg. 48 min. N. and long. 5 deg. 23 min. W. and has high water at fpring tides at 6 o'clock.

St. BRIDGE's Ifland, also on the coast of Pembroke, in the Irish Sea, or St. George's Channel.

BRIDGETOWN, is the principal town of the ifland of Barbadoes, in the West Indies, and contains commodious wharfs for loading and unloading goods, which are the produce of the ifland. Some forts and castles are erected for its defence. It is in lat. 13 deg. 5 min. N. and long. 58 deg. 36 min. W. as under Barbadoes. See **CARLISLE Bay**.

BRIDGEWATER has been mentioned under Barnitaple; and we have only occasion to add here, that it is 12 miles from the bay, on the river Parret, that the fpring tides rife 22 feet at the quay, and that the flood comes in with fo much rage and roar, that it is distinguished, as eliewhere at the mouth of the river Trent from the Humber, by the name of the Boar. Ships of 100 tons may come up to it. From this port, by the late act of parliament for raising 20,000 men in Great Britain, 26 feamen are required as the quota to be furnished.

BRIDLINGTON, on the E. coast of Yorkshire, is near the N. end of a bay, to which it gives name, and nearly in the bite; as the coast from hence trends eastward to Flamborough Head, about four miles, and southward to the point of the Spurn, at the entrance of the Humber, 8 or 9 leagues. This coast, to the S. is

all clean ground, and a clear shore. At the Key, a small but well-built town, about a mile S. of the principal town, is a good tide haven, which is dry at low water, but secured by two projecting piers of considerable extent, running out obliquely into the sea, and rendering the entrance of the harbour very narrow. The lat. is 54 deg. 7 min. N. and does not vary from the meridian of Greenwich above 1 or 2 min. of W. long. It is high-water here at spring tides a little before four o'clock; which rise and fall about two fathoms. A sand, called the Smithick, is in the bay, which greatly tends to break the force of the winds and waves from seaward, and the lands on the N. shelter it from the winds off shore. Here is very good anchorage in 4 to 6 fathoms at low water, and very good going in or out at the W. end of the sand, and ships may stand in to the shore in any depth at pleasure. See SMITHICK.

A late act of parliament, of the year 1795, requires that 50 men shall be raised at this port for manning the royal navy, as its quota or proportion towards procuring 20,000 seamen.

BRIDPORT, on the coast of Dorset, has a harbour below the town, which may contain about 40 sail of small vessels. It was formerly a good harbour, and had a great trade; but the tides, after a great mortality, which occasioned it to be neglected, threw up so much sand as to bar the entrance. An act of parliament passed in 1722 to restore and rebuild the haven and piers; but it has never been properly executed. It is in lat. 50 deg. 40 min. N. and long. 2 deg. 55 min. W. and the spring tides make high water at 6 h. 45 min.

BRIELL, or BRILL, is a sea-port town on the coast of Holland, and a mark for the southern channel of the Maes. Bring the Steeple, which is a large square steeple without a spire, at E. S. E. or a little more easterly or southerly as the beacons are discovered, till they are brought into one, and so run right in with them. Or the steeple of the Briell may be brought a hand-spike's length to the N. of Oost-worm, and so run right in as far as the outermost buoy, which has three fathoms at low water. Keep the beacons in one from hence to the second buoy, which has 13 feet, and the third 11 feet. Tbwart of this the steeple of Goeree will come little upon the sea-

shore of the land of the Briell. Run right in with the beacons to the fourth buoy, nearly on the same course, or a little more southerly. Betwixt the buoys is the shoalest part of the Maes, where is but 10 feet; but the 4th buoy is in 11 feet, where a deeper channel begins, and from without to the 4th buoy the channel has a good breadth, so that a ship may turn in to windward a good way on both sides of the buoys, and borrow from the shoals on both sides by the lead. The best part of the channel is right along, a little to the southward of the buoys. The 5th buoy lies N. E. by E. on the N. side of the channel, in 11 feet, in Honde Flat; leave it on the larboard side, and run in about to the southward of it. In the fairway from the 4th to the 5th buoy, along to the southward of the buoys, is from 13 to 17 feet, and near the 5th buoy five fathoms. The 6th buoy is in 11 feet, at E. by N. and on the N. shore or Honde Flat, along to the southward of it, is 5 or 6 fathoms, but the narrowest part of the channel, the S. shore there being very steep, with 6 fathoms and 6 fathoms and a half close to it. Passing this buoy, Maes Land Sluice and Vlerdengen Steeple come one in the other, which keep so till the house of Lucht, on the dyke between Swaertwal and the head of Briell, is on with Ambroeck, when a ship will run far enough along to the N. of the Polder, and by the side of the 7th buoy, in the deepest water, with 4 and 4 fathoms and a half in the fairway. A ship may then sail towards the Briell, or elsewhere, at pleasure. For the N. Channel, see MAES. The Briell is in lat. 51 deg. 50 min. N. and long. 4 deg. 23 min. E. where it is high water at spring tides at half past one o'clock, or nearer two.

BRIEU, or BRIEUX, on the coast of Brittany in France, 10 leagues W. from St. Maloes, at the bottom of the bay so called, between Cape Frehel to the E. and Brehat Island to the N. W. It is shut up by high mountains from a view of the sea, though no more than half a league from it, and has a small harbour, in lat. 48 deg. 31 min. N. and long. 2 deg. 43 min. W. This bay contains a great number of rocks, and we cannot give directions for them, as no person, unless well acquainted, will prudently venture in among them without a pilot.

BRIGHTHELMSTONE, on the coast of Sussex in the English Channel, is a small

sea-port town and bay, with good anchorage, between Shoreham and Newhaven. It is not a place for large ships; but many fishing vessels belong to it, and those of any burden are hauled upon the beach with instruments called crabs, to lie dry. A platform and battery are here formed and maintained. It is at the bottom of a bay, formed by Beachy Head to the E. and Worthing Point to the W. The shore is bold and deep, and a clean gravel runs to the sea from the banks or cliffs, which terminates in a hard sand, perfectly free from ooze or mud, so common in other places at the mouth of rivers. The almost annual encroachments of the sea have already swept away some houses; and still farther depredations are to be apprehended. It is in lat. 50 deg. 52 min. N. and long. 0 deg. 5 min. E. and has high water at spring tides a little before 10 o'clock.

BRIGOLIA, a deep and narrow bay, facing the N. a little to the S. of Bastia, on the N. E. part of the island of Corsica; which indeed is of little service, except for small craft, having but two fathoms without the entrance, and 9 and 6 feet a little within.

BRIGUS Cape and Bay, in the very bottom of the bay of Consumption, on the E. coast of Newfoundland. It is so far in, that only some small ships go up to it. The cape is high and ragged; and the bay is narrow, but deep. The road goes in S. W. by W. and W. S. W. about half a league, where is anchorage on the N. side. See *Cape BROYLE*.

BRILL. See *BRIELL*.

BRILO. See *BOUREL*.

BRINDISI, or *BRUNDUSIUM*, a town of Otranto, on the coast of Naples, and near the entrance of the gulf of Venice. It is about 12 leagues N. W. from Otranto; had formerly a good harbour, which is now choked up, and was a considerable place. It is in lat. 40 deg. 45 min. N. and long. 18 deg. 15 min. E.

BRION Island, is one of the Magdalen Islands, in the gulf of St. Lawrence, and 5 or 6 leagues W. from the Bird Islands. From hence to Cape Rosieres, at the entrance of St. Lawrence River, it is 39 leagues N. W. by N. being in lat. 47 deg. 45 min. N. and long. 60 deg. 40 min. W.

BRISTOL, so well known to seamen, about 10 miles up the river Avon, which falls into the severn or Bristol Channel at King Road, has one of the most com-

modious quays in England for shipping and landing merchants goods, extending for half a mile from the bridge on the Gloucestershire side to the place where the Frome falls into the Avon. The tide rushes with amazing violence to a vast height in these narrow rivers, and brings vessels of considerable burden to Bristol Quay; but they lie aground on the mud at low water, which induces some of the larger ships to unload part of their cargoes below. At King Road, vessels ride securely to wait for the proper opportunity of going up with the latter part of the tide, when it is least violent. It is in lat. 51 deg. 29 min. N. and long. 2 deg. 35 min. W. and has high water at spring tides at half past 6 or a quarter before 7 o'clock. From this port, by the authority of a late act of parliament, 666 men are to be furnished for raising a body of 20,000 seamen from the ports of Great Britain for the royal navy.

BRISTOL, in New England, North America, has a commodious harbour, at the entrance of which is Rhode Island. It is situated in lat. 41 deg. 45 min. N. and long. 71 deg. 20 min. W. on the point of land at the N. end of the harbour between the N. end of Rhode Island to the E. from which it is separated by a passage to the mouth of Taunton River on that side and Providence River on the W.

BRISTOL, on the river Delaware, in the state of Pennsylvania, in North America, about 7 leagues above Philadelphia, and to the N. E. of it, being in lat. 40 deg. 17 min. N. and long. 75 deg. 8 min. W.

Cape BRISTOL, in Sandwich Land, is in lat. 59 deg. 2 min. S. and long. 26 deg. 51 min. W. and is 8 leagues N. from Cape Montague, and eastward from Freezland Peak. See all those places.

BRISTOL Bay and River, on the N. W. coast of North America. The N. point of the bay is Cape Newenham, and Cape Oenemak is the S. point; the whole extent of which is shoal water for a long way from shore, so that boats must go a-head sounding to avoid the shoals. These two points of the bay are in lat. 54 deg. 30 min. and 58 deg. 42 min. N. and in long. 162 deg. 24 min. and 63 deg. 30 min. W. The river is about a mile broad at the entrance, where are plenty of salmon; and the ebb tide from the river sets to W. S. W. towards the shoals. It is in lat. 58 deg. 27 min. N. and

and long. 158 deg. 5 min. W. The variation on this coast is near 20 deg. E.

BRITAIN, or GREAT BRITAIN, is the first island of Europe, between the lat. of 50 and 58 deg. N. its breadth being about 8 deg. of long. from 2 deg. E. to 6 deg. W.

New BRITAIN, or coast of Labrador, or Elquimaux Country, is a district bounded by Hudson's Bay on the N. and W. by Canada, gulf, and river of St. Lawrence on the S. and by the Atlantic Ocean on the E. Its produce is only furs and skins.

New BRITAIN, near New Guinea, in the Eastern Ocean, to the N. of it, consists of two islands; but the northernmost is usually called New Ireland. The shores of both are rocky, and the inland parts high and mountainous, abounding with various kinds of trees. The N. point of it is said to be in lat. 1 deg. 30 min. S. and long. 148 deg. 5 min. E. the S. point in 6 deg. 55 min. S. and long. 148 deg. 55 min. E.

The description of the coast may be given briefly as follows. Cape Anne is the S. W. point, and King William's Cape bears E. N. E. 12 leagues from it; and Cape Gloucester in lat. 5 deg. 54 min. S. and long. 148 deg. 15 min. E. is about 8 leagues to the N. N. W. from the extreme point. The coast forms a bay to the eastward from Cape Anne, the extreme point of which bay is 16 or 18 leagues at E. S. E. off which, except in the middle, are many small islands. Port Montague is N. E. from hence; which is a river or deep bay, probably the former; the western limit of it being in lat. 6 deg. 16 min. S. and long. 149 deg. 58 min. E. The W. side of it is lined by many small islands. Its eastern limit is in long. 150 deg. 15 min. E. The coast then trends away N. E. to Cape Orford, in lat. 5 deg. 34 min. S. and long. 151 deg. 34 min. E. and is the S. E. cape of the country. From hence is a circular bay to Cape Buller, in lat. 4 deg. 56 min. S. and long. 151 deg. 23 min. E. and farther to Cape Palliser, in lat. 4 deg. 22 min. S. and long. 151 deg. 25 min. E. It then turns short to S. W. forming a deep bay to N. by W. as far as Cape Stephens, in lat. 3 deg. 55 min. S. a sharp point; and from thence it trends to S. S. W. on which from 5 to 10 leagues from the cape are the rocks or hills, called the Mother and Daughters. For the part

called New Ireland, see *New IRELAND*.

The variation of the compass on this coast is between 5 and 7 deg. E. but in St. George's Channel, off this coast, the needle seems to be affected, so as to be less than 5 deg. E.

BRITANY, a district of the ancient division of France, extending coastways from St. Maloes, in the English Channel, to Ushant, and from thence on the coast of the Western Ocean as far as the entrance of the river Loire.

BRITTO Hill, a mark for the island of Maellstrand, on the coast of Norway, from the Schaw; which, in a N. E. course, must be brought to bear E. N. E. with which run in, leaving the rocks called the Paternosters on the starboard side. See **MAELSTRAND**.

BRITTON's Bay, the most northerly part of Jamaica, in about lat. 19 deg. 3 min. N. and long. 77 deg. 46 min. W. It is about W. N. W. from Platform Bay, and a little to the W. of N. from the westernmost of the high hills within land. There are rocks along the greatest part of this coast. Island Bay is a little to the W. by N. from it.

BRIXHAM, in Torbay, on the English coast, in the Channel, is on the S. side of that well-known rendezvous for our home or channel fleets. A great many of those small vessels, called Torbay boats, are kept here for the purpose of trawling out at sea; by which turbot, soles, plaice, whiting, and other fish, are caught to supply the London, Exeter, Bristol and Southampton markets. Small vessels may lie close to its quay, but they must lie dry at low water.

BRIXTON Bay, on the W. side of the isle of Wight, is an open bay to the N. W. from the S. point of the island. Though small vessels sometimes anchor in it, at a proper distance from shore, the ground is in many parts of it rocky, and by no means to be recommended; in swelling seas, or winds in shore, even those who are best acquainted will never attempt it.

BROAD Bank, on the coast of Flanders, has its S. end about 4 or 5 leagues N. E. by N. from Calais Cliff. On that end is a shoal of a fathom and a half deep; but the rest of it has at least 3 or 4 fathoms, and the N. end 6, 7, and 8 fathoms, extending till Nieupoort bears E. by S. or the cloyster Ten Duyn bears E. S. E. 5 or 6 leagues. On the W. side, between it and the Rattle Bank, is a channel of 18 or

er 19 fathoms. To go for Dunkirk, without going along by Flanders, run without the banks (See BOOMLAND) till against this bank, and then in along by it in 5 or 6 fathoms, the channel being 15 fathoms. When two steeples (which are to the S. of Nieuport, and are somewhat flat) are a hand-spike's length asunder, that is thwart of the four Flemish banks, on which in some places is not above a fathom, and at spring tides fall almost dry. There is anchorage between them all in 9 to 12 fathoms, and ships may run over them in 4 fathoms; to the westward of them is from 8 to 10 fathoms. Along the Flemish banks, the first of the flood sets over the banks towards the main for one third of the tide, afterwards along shore, and the after-flood along the sea to the northward; and when the flood begins to thwart off to sea, it is half flood by the shore, and in this state, or soon after, is the time to enter any of the harbours on the Flemish coast.

BROAD Bay, on the coast of Pembroke, in Wales. See *St. BRIDE's Bay*.

BROAD Fourteens, is a sand which lies 5 or 6 leagues N. E. from the Texel, having a small tail running N. from the Texel, and N. W. from Fly or Vlieland Island to the southward. It runs along shore as far as Catwick, and so on against Scheveling, and the W. side reaches off 11 or 12 leagues right into the sea, from Nortwick to Catwick. Upon this sand is generally 14 fathoms, and between it and the land 18 to 19, and more northerly 20 fathoms. Coming over it towards the Texel or Fly, the land will be seen in 16 or 17 fathoms. On this sand, the tide to the North Sea runs round with the sun, and falls but a quarter tide right with the coast.

Off this coast, though out of sight of land, the tides will shew in calm weather whether a ship be to the northward or southward of the Maes; for to the S. the tide turns about against the sun, and to the N. with the sun, and in shore with the last quarter tide. The ebb afflicts nothing on the coast of Holland for turning to windward towards the Maes, except out of sight of land; as there runs no ebb by the shore, if the wind be to the southward of the W.

BROAD Haven, on the W. coast of Ireland, is 16 or 18 leagues W. from Sligo, nearly in the direction of the coast, facing the E. Besides the Haven

it has a sound, which is a narrow passage through, by which an island is formed on the W. side, called Broad Haven Island. The rocks, called the Stags of Broad Haven, are at N. by W. from it, 2 leagues off, and in the sound are 4 rocks; these must be left on the starboard, and run into the westernmost entrance, which is the haven. There is 12 fathoms in the entrance; it is a shelter from all winds except from the N. W. to N. E. and running through the sound to the S. side, is a good shelter from these also in Black Harbour. It is in lat. 54 deg. 6 min. N. and long. 10 deg. 43 min. W. and has high water at spring tides at 7 o'clock.

BROAD Harbour is on the W. side of Broad Haven Island, just mentioned under the last article, and near the N. W. point of it.

BROAD Hock, is a shelf or shoal which runs off N. by W. a long way to sea, and keeps on to Cape Nassau, the E. point of the river Poumaron, on the E. coast of South America. This cape runs up about N. N. W. from the river Issequibo, on the coast of Guiana. See *CAPE NASSAU*.

BROAD Sand, on the W. side of the buoys of the channel in the Zuyder See, within the Texel.

BROAD Sound, is the opening from the S. W. into the roads and harbours of the Scilly Islands. The course is, to enter between the two westernmost rocks, having the Bishop Rock or island on the starboard, and the Crim on the larboard, both of which are high above water; and run in N. E. by E. keeping the island of Great Gannick open and shut with the N. point of St. Mary's Island. There is good anchorage in this sound, when St. Mary's Island on the E. S. E. and Samson Island to the W. N. W. and the S. point of Trefco Island on the N. are nearly at the same distance of about a mile. In this course, St. Agnes Island is left on the S. or to starboard. See *St. AGNES*, and *St. MARY's Island*.

BROAD Sound, on the N. W. Point of France, called by the French, Passage de Liroise, is between Point de Sant and the island of Ushant, extending to sea about 5 leagues from St. Matthew's Point. In this sound is 45 fathoms.

BROAD Sound, on the coast of Norway, has Flowack Islands between it and the N. point of Stadland; to go into this

this sound, keep without those islands and round the northernmost of them, and go in E. by S. 2 or 3 leagues from it, when the island Godou will be seen on the larboard bow, where a pilot must be taken to go into the sound to Sudmer. But to go to Romisdale River, go by the island of Luycke, which is the first of 5 large islands to the N. of this sound, where is 10 to 18 fathoms in the Fairway; but there is a stone reef across the channels after passing the island, almost to the high head of Horrel, where ships must edge off from the island on the larboard side, and run close by that head, which will have about 3 fathoms over the reef, and soon after 10, 20, and then 100 or 200 fathoms. Then keep between the island and main, and run for that river.

BROAD Sound is the entrance into Bolton Harbour from the N. E. in a direct line for Nick's Mate Island, mentioned under the sailing directions for that harbour. This passage leaves all the small islands of the Graves, Brewsters, &c. on the larboard, and the N. end of Lovel's Island, and has from 14 to 3 fathoms and a half of water; but there is unfortunately a shoal from Deer's Island on the starboard to Lovel's Island, besides many dangerous rocks, which make it impassable to any but small coasters.

BROAD Sound, in the S. Pacific Ocean, on the E. coast of New Holland, is within the bay of Inlets, of which sound Cape Palmerston is the N. W. entrance. It is separated from Thirsty Sound by an island lying in the direction of S. S. E. and S. called Long Island. The lat. is about 21 deg. 30 min. to 30 min. and long. 149 deg. 20 min. E. The first of the flood was found to set N. W. by W. half W. off the Bay. See BAY of Inlets, and Cape PALMERSTON.

BROAD Stairs Knowles to the W. of the N. Foreland, has but 12 or 13 feet water, but round it is 4 fathoms. The marks for it are, to bring Broad Stairs Mill on Crow Hill, to the westward about 2 miles, or Sir Charles Raymond's House (so called) at Stone, on the corner of Stone Hedge, and Moro Fort close on with Kingsgate Point between the W. and N. This fort well open of the point clears it. Off the Knowl, the first third of the flood sets S. by W. at half flood, or little better, it is dead

water; and from three quarters flood to near three quarters ebb, it sets nearly N. W. by W. when the low slack water begins. But in gales of wind, the tide off the Foreland frequently sets quite round the compass.

BROAD Stairs Pier, sometimes called BROAD Stow Pier, is within the bight of the point between the N. Foreland and Ramsgate, and nearly at W. from the Foreland. There is a shoal in the channel near shore, somewhat to the W. of Broad Stairs Pier, on which at low water is not above 20 feet; and another in the channel to the S. on which is not more than 14 feet at low water. A third shoal lies S. of that, right off a green spot in the upper part of the cliff, on which is not above ten feet at low water. Beware of these; with a strong tide, they will shew themselves by the rippling, the smoothest water being the deepest. When the red tiled house off Ramsgate can be seen open of the cliffs, these shoals are passed. When St. Peter's steeple on the land is on the pier, it will lead away clear of the N. Sand Head, which lies 2 leagues southward without these shoals (See BRAKES) in 5 and 6 fathoms, according to the tide; and in the night bring the light on the N. Foreland N. W. half W. The tides rise and fall here 13 feet.

BROERS Bank, on the coast of Holland, is thwart of a small town of the same name, and the cloyster of Ten Duyn, running W. N. W. about a league into the sea. When that cloyster bears S. the innermost part of the bank is there, between which and the land is a channel in 4 fathoms at low water. Ships usually run to the westward of it, in sailing through between any of the Flemish banks. Between it and the Cams bank on the W. is 5 fathoms. See BROAD bank.

BROKEN Bay, on the E. coast of New Holland, is in lat. 33 deg. 34 min. half S. and 151 deg. 27 min. E. within which is a small island. The bay diverges within so as to form various branches. It is at the mouth of a great river called the Hawksbury.

BROOK Cobham Island. See COBHAM Island.

BROOK Haven, a town in the state of New York and county of Suffolk, on Long Island in North America.

BROOM Loch, or Lake, is an extensive salt water lake, or arm of the sea, in

in the county of Ross in Scotland, on the N. W. side, and is famous for its excellent herrings. On this lake is the village of Ullapool.

BRORA, a sea port of Scotland, on the E. coast of Sutherlandshire, where is a coal mine of so peculiar a quality that it takes fire on being exposed to the air. Hence it is rendered unfit for exportation or incapable of being carried coastwise. Here is also a lime-stone quarry, in the solid body of which a variety of shells is found, which affords much room for conjecture and speculation. It is about 13 or 14 leagues N. by E. from Inverness.

BRORA River, which here runs into the sea, has its rise in a beautiful lake of the same name. It forms several cascades above the village, and many of the precipices on its banks are full of shells, similar to those of the lime-stone quarry near it.

BROTHERS, so called in the West Indies, are nearly W. a little northerly from Acklin's keys, and about a degree of long. distant from them. These are in lat. 22 deg. 44 min. N. and long. 75 deg. 5 min. W.

Seven BROTHERS, islands so called in the Indian Sea, in lat. 3 deg. 25 min. S. and long. 60 deg. 25 min. E.

Three BROTHERS, islands so called in the Indian Ocean, in lat. 3 deg. 45 min. S. and long. 62 deg. 25 min. E.

Three BROTHERS, islands so called in the Dutch East Indies, in lat. 10 deg. 32 min. N. and long. 107 deg. 59 min. E.

Three BROTHERS, islands so called in the same ocean, of which the northernmost is about 5 or 6 leagues E. a little southerly from the Thumb shoal, in lat. 5 deg. 20 min. S. and about 117 deg. 30 min. of E. long. This is called by the Dutch, the North Brother. Tonikiky Island, which is larger than any of them, lies between them and Celebes.

Three BROTHERS, are three remarkable hills so called on the E. coast of New Holland, in the South Pacific ocean in lat. 31 deg. 40 min. S. and in long. 207 deg. 10 min. W. They can be seen 14 or 16 leagues off at sea.

Two BROTHERS, on the E. coast of New Holland off Cape Manifold, of which one is low and flat, and the other high and round; and near the shore is a third island. These three islands are a

mark whereby to know the Cape. For the situation see *Cape MANIFOLD*.

Two BROTHERS, near Queen Charlotte's Sound, between the two islands of New Zealand, are remarkable. When at anchor in 38 fathoms, on account of the tide, close to some white rocks, S. E. half S. from Point Jackson, and S. W. from the middle of Entry Island, on the N. side of the straits, the northernmost of them bore E. by S. A rock at 4 miles S. by E. half E. from the outermost of the Brothers, is in a line with these white rocks, and on with the middle of Long island; which is just even with the surface of the sea, and has deep water all round it. Variation in the straits is 15 deg. 30 min. E.

BROUAGE, on the W. coast of France, in the gulf so called, has very large and deep ports, and ships ride there very securely. To sail for it run from the S. end of the Island of Aix, about S. by W. till past Island Madame, which must be left to the E. about 2 miles; then sail about S. S. E. direct for the port, which is in the bight of the bay within Oleron Island, till Point Roche comes due E. When Soubize comes right on with St. Frons monastery, and Fort Lupin right within St. Nazaire monastery, it is within the bank that runs off from Brouage. The salt-works here are the finest in all the country of France, and its salt is called bay salt, because it lies on a bay of the sea. The lat. of Brouage is 45 deg. 52 min. N. and its long. 1 deg. 4 min. W. It has high water at spring tides before 4 o'clock.

BROUCA, is a town of the island of Sicily, in the Mediterranean, on the S. side of the gulf of Catania, and 5 leagues to the S. of it; situated in lat. 37 deg. 25 min. N. and long. 15 deg. 30 min. E.

BROWERSHAVEN, is a port town of Zealand, on the N. side of the island of Schonen, opposite to Goree. Its name is from Port des Brascours, the port or haven of Brewers; being only 2 leagues S. from Goree Island, and 3 leagues S. W. from Helvoetfluyts, and in lat. 51 deg. 40 min. N. and long. 4 deg. 15 min. E.

BROWER Strait. See **BENCALIS** Bay.

BROWN's Point, the N. W. end of Magee island, which extends from Carriekfergus bay to the entrance of a bay

bay within the N. W. of that island, called Old Fleet or Learn. See **FLEET** and **LEARN**.

BROWN'S Bay, on the S. side of Newfoundland harbour, near the E. end of the island of Antigua, in the West Indies. It is the middlemost of three bays on that side, on the E. side of which is the guard-house; and has 5 or 6 fathoms near the entrance.

BROWNSA Island, is within the harbour of Poole in Dorsetshire, for which see **POOLE**.

Cape BROYLE and harbour, are on the E. coast of Newfoundland island, off which the cape or head is 4 miles N. by E. from Ferryland head, between which are Buoy island, Goose island, and Stone island, which lie off the entrance into Caplin bay. The harbour lies from the head W. N. W. and N. W. by N. 2 leagues and a half; but something more, if you stand off, the entrance into it between the points, which are N. by W. and S. by E. from each other, about 2 miles. The Old Harry, a sunken rock, is about three quarters of a mile from the N. point of the harbour. It is a league from Cape Broyle to St. Brigus, and but a mile from the N. head of the bay. Their lat. is 47 deg. 7 min. N. and long. 52 deg. 36 min. W. See **CAPLIN Bay**.

BRUE GRANDE Road. See **BARNARDO**.

BRUGES, a city and port town of Flanders, near 4 leagues E. from Ostend, to which ships come from thence by means of a navigable canal. It is in lat. 51 deg. 16 min. N. and long. 3 deg. 15 min. E.

Cape BRULE, on the coast of Egypt, is 11 leagues W. N. W. northerly from Damiatra, or the ancient Pelusium. The coast is very low land, with abundance of trees; but off at sea it is good sandy ground and safe riding, especially when the freshest do not come much out of the Nile. The trees of this coast make like an island, before the land is seen, it being low; but there are two great mountains about midway between them, and two hills, probably two stony red cliffs, directly W. of Damiatra, which are good marks to know the coast by. It is even ground and shoal water a great way out at sea; and near the shore is safe anchorage every where in 6 or 7 fathoms.

Cape BRULE, on the coast of Cape

Breton, in N. America, near the gulf of St. Lawrence, separates the bay of Morienne from the bay of Miray.

Cape BRUN or **BROWNE**, is the N. N. E. point of the entrance into the great road of Toulon on the coast of France in the Mediterranean; St. Margaret's castle and Garonne road are to the E. of it. The S. side of the entrance is formed by a peninsula, of which cape Cepet is the S. S. W. point. See **TOULON**.

BRUNDISI, in the gulf of Venice, or the ancient Brundisium, is the first port on the coast of Italy within it, being 13 leagues N. W. by W. from its mouth; it has a clean strand with good anchorage all the way, in a hard sandy ground, in any depth desired. It is the same also under the E. point of the haven; where ships are safe from W. and S. W. winds. To go in, keep close under the castle on the W. side of the entrance, the E. side of the channel being all foul ground, with many rocks, of which some are under water, and very dangerous. There are no rocks within the haven, so that ships may anchor any where. From hence to Bari is 10 leagues W. N. W.

BRUNSBUTTLE, is a port town of Holstein, on the coast of Germany, near the mouth of the river Elbe, between 4 and 5 leagues to the N. W. from Glückstadt, and belonging to Denmark. It is in lat. 54 deg. 30 min. N. and long. 9 deg. 2 min. E.

BRUNET Cape, the S. point of the entrance into the bay of Arcasson, on the W. coast of France, from which a tail stretches off to seaward, in the direction of W. S. W. Give the cape a moderate birth to go into the bay, and when fairly in the entrance keep along close by the land on the S. or starboard side to the next point within, in 7, 8, 9, and 10 fathoms. Beware, however, in coming round the cape of an island in the mouth of the entrance on the larboard, and a shoal or bank which runs off from it, in a direction parallel to the tail of the Brunet. See **ARCASSON**.

BRUNET Island, in Fortune Bay, on the S. coast of Newfoundland, in lat. 47 deg. 10 min. N. and long. 56 deg. W.

New BRUNSWICK, in North America, is that part of Nova Scotia to the W. of the River St. Croix; and there is a town so called at the head of one of the numerous bays on this coast. There are

to the N. and N. W. from Small Point, which is in lat. 44 deg. 8 min. N. and long. 69 deg. 53 min. W. being the S. W. point of a large bay.

BRUNSWICK, a town in the state of New England, in North America, in Casco Bay, 13 miles from the town of Falmouth.

BRUNSWICK, on the W. side of Cape Fear River, in North Carolina, North America, about two leagues up it, on the fork of a small rivulet, which falls into it from the W. There is a small island in the middle of the river, nearly thwart of it. The lat. is about 33 deg. 58 min. N. and long. 78 deg. 23 min. W.

BRUNSWICK, is a town of Georgia, in North America, in lat. 31 deg. 10 min. N. and long. 82 deg. W. about 24 leagues at S. W. by W. from Savannah. Near this place the Turtle River empties itself into St. Simon's Sound. Its harbour is capable of containing a numerous fleet of men of war; and though there is a bar at the entrance, it has depth sufficient for the largest ships.

BRUSLEE Island, on the coast of France, in the English Channel, is one of the islands along the shore, between the Seven Islands, so called, and Lanion Haven and River.

BRUSTERVORT Point, in the Baltic Sea, is three leagues N. by W. from Koningsburg Deep; between them is Locksteed Castle, a sea-mark. From hence to Memel Deep it is 16 leagues N. E. by N.

BRY River, called also the Brue, and sometimes Brent, is a river of Somersetshire, which falls into the Bristol Channel in Bridgewater Bay.

BRYANT's Cove, on the E. coast of Newfoundland, is half a league S. W. from Harbour Grace; in which there is good fishing for boats; but it is not used by ships, though it is clean ground, the going in good, and sufficient depth of water, but it is not well sheltered from winds off sea. It is two leagues and a half to the S. W. of Spanish Bay.

BRYER. See **BREHAR Island**.

BUA Island, in the gulf of Venice, on the coast of Dalmatia, is near the town of Tran, likewise called the Partridge Island, because frequented by those birds.

BUARCOS, is a town of Beir, on the coast of Portugal, at the mouth of the Mondego, in lat. 40 deg. 30 min. N. and long. 8 deg. 40 min. W.

BUCCARI, on the coast of Dalmatia,

in the gulf of Venice, is about two hours passage from Porto Ré. Its harbour or gulf is commodious and safe; but it is a little exposed to the S. E. wind.

BUCHAN Nefs, on the E. coast of Scotland, is the easternmost point of all Scotland, the coast falling off W. and making a deep bay called Murray Frith, from which it again trends N. to Dungeness Head. It is a point from which ships on this coast usually take their departure, in the same manner as from Winterton Nefs in the N. or Downs in the S. of England, and the Lizard Point towards the W. end of Cornwall, at the extremity of the English Channel. It is 8 or 9 leagues from Girdle Nefs or Aberdeen, to N. N. E. being in lat. 57 deg. 29 min. N. and long. 1 deg. 28 min. W. and having high water at spring tides at three o'clock. Peter Head is but a little to the N. of the Nefs, and the Bullers is between them.

Boulers of BUCHAN. See **BULLERS** of Buchan.

BUCK Island, one of the lesser Virgin Islands, on the E. of St. Thomas's Island. It is in St. James's Passage, in lat. 18 deg. 15 min. N. and long. 63 deg. 30 min. W.

BUCKHAVEN, a small fishing town of Fifeshire in Scotland, on the N. side of the Frith of Forth.

BUCKHORN's Bay. See **BETHANG**, and **CANTON**.

BUCKLEY's Point and Sound, on the N. side of Maghellan Straits, to the W. of Long Reach, the point being more than 10 leagues from Cape Notch and the sound round it, turning back behind it to the E.

BUDE River and Haven, on the N. coast of Cornwall, is about S. S. W. and S. half W. from Hartland Point, on the coast of Devon. The town of Stratton, not far from the most northerly limit of this county, stands near a rivulet, which falls into this haven at a short distance.

BUDOA, on the N. E. coast of the gulf of Venice, or Dalmatia, nearly E. S. E. from Ragusa, and 8 miles N. W. from Autiari, in lat. 42 deg. 15 min. N. and long. 19 deg. 20 min. E.

BUENEVISTA, or **TINIAN Island**, one of the Ladrone Islands, in the eastern Indian Ocean, in about 15 deg. and a quarter of N. lat. See **TINIAN**.

BUENEVENTURA River, on the Quito Coast, South America. See **BONA- NENTURE**.

BUENOS

BUENOS AYRES, on the E. coast of South America, within the river Plata, on the S. shore, 17 leagues from its mouth, where the river is 7 leagues in breadth. It is one of the most considerable Spanish ports of La Plata; in lat. 34 deg. 35 min. S. and long. 58 deg. 31 min. W. See *La PLATA*.

BUFF Island, on the coast of Benin, off the river Camaroon, on the coast of Guinea, has a very irregular depth of water round it; at one cast in 5 fathoms, and the next a-ground. On its N. side, however, it has more regular and gradual shoalings; but the ground is flat and soft for 9 or 10 leagues out to sea. See *CAMAROON*.

BUFF River and Bay, Jamaica, on the N. E. side, within which on the land is Crawford's Town, in St. George's parish and county of Surry, in lat. 18 deg. 27 min. N. and long. 76 deg. 32 min. W.

BUFFALOES Bay, within the point of the cape of Good Hope, across which from point to point is a ledge of rocks, continuing along northward to the S. point of the entrance into Simon's Bay, a small bay on the W. side of the large and spacious bay called False Bay.

BUFFALOES Point, on the approach to Hugly River in Bengal, is above Rongusoula River, lying about half way in the bite between Jeffere and Culpe Rivers. Having passed Rongusoula, the middle of the grove on the point will bear N. N. W. for which stand over, and there anchor, as there is good riding on its N. E. side in 5 and a half and 6 fathoms water. Ships stop here which wish not to venture higher up into Hugly River. Those which go into that river only wait for the next day's low water, and weigh with the first of the tide, so as to be sure of flood enough to enter that river, without being obliged to anchor in the narrows in deep water and an excessive tide to strain the cable. To sail from this point upwards, range the eastern shore far aboard, to avoid the point of the Diamond Sand. See *DIAMOND*, and *HUGLY*.

Cape BUGARONIE, on the coast of Africa, in the Mediterranean, between Bogia Bay on the W. and Cape Ferra on the E. that being the E. point of the gulf of Estora, as this is the W. cape.

BUGG's Hole, near the southern extremity of the island of St. Kitt's, on the W. side, round the point called the Nag's Head. Close in shore it is lined with

rocks, but there is 5, 7, and 10 fathoms off it, as ships approach more or less to the land.

BUGIA, or **BOGIA**, is a port town of Algiers, on the N. coast of Africa, at the mouth of the river Major, on a bay of the Mediterranean, 20 leagues E. from the city of Algiers; in lat. 36 deg. 47 min. N. and long. 4 deg. 2 min. E.

BUGIE, a port town of Egypt in Africa, on the W. coast of the Red Sea, nearly opposite to Sidon, the port town of Mecca, and about 37 leagues to the W. of it; and is situated in lat. 22 deg. 15 min. N. and long. 38 deg. 40 min. E.

BUGLES, are rocks or little islets so called, in lat. 15 deg. 40 min. N. and long. 78 deg. 20 min. W.

BUKARI, is a small town of Hungary, on the coast of Dalmatia, which has a harbour, and contiguous to it is a gulf of the sea, which takes its name from it. The lat. is 45 deg. 29 min. N. and long. 14 deg. 59 min. E.

BULAC, is a town of Egypt, on the coast of Africa, and on the E. side of the river Nile. It is two miles W. from Grand Cairo, and the port town of that city; where all vessels going up or down the Nile make some stay, rendering it a place of considerable trade. The banks of the Nile are here annually cut, to fill the canals and overflow the adjacent grounds. It is in lat. 30 deg. 16 min. N. long. 31 deg. 27 min. E.

BULAM Island, on the W. coast of Africa, near that part which is named the coast of Guinea, is at the mouth of the Rio Grande; the soil of which is excellent, and the climate more temperate and healthy even than that of Barbadoes, though the latter is some degrees more northerly.

BULE Harbour is only one mile N. from Munster Haven, where there is good anchorage for southerly winds. See *MUNSTER*.

BULGANAC River, on the S. W. coast of the Crimea, in the Black Sea, falls into the sea in lat. 44 deg. 38 min. N. and long. 34 deg. 50 min. E. about 3 leagues from which, at S. by E. is a promontory, forming the N. point of a small bay, called the gulf of Felenk.

BULL Bay River, to the E. of Port Royal, or Kingston Harbour, Jamaica, between Cane River and Four Mile Wood.

Bay of BULLS, on the N. of Cadiz, in Spain, within Rota Point, is a fine shelter from the N. W. to the N. E. winds, and

and about N. N. W. from Cadiz bay.

Bay of BULLS, or Baboul Bay, a noted place on the E. coast of Newfoundland, 6 leagues to the S. of St. John's Harbour. It has 14 fathoms water, and is very safe, being completely land-locked. But there is a rock 20 yards from Bread and Cheese Point, and another with 9 feet water off Magotty Cove. It is in lat. 47 deg. 20 min. N. and long. 52 deg. 30 min. W. It is about 5 leagues from Cape Broyle, to the N. by E. half E. and the Bull Head is about half a league to N. E. northerly from the S. head of the bay. It has good riding and good shelter in 18 to 20 fathoms. From the bay to Petty Harbour is about 4 leagues to N. E. by N. and all the way a steep dead shore. The Spout is about midway.

Bay of BULLS, on the W. side of Trinity Bay, which runs in so far W. that it is scarce three miles over land from the head or bottom of it to the bay of Placentia, which runs in N. from the S. coast of the island.

BULL and Cow, remarkable rocks about a mile to the S. E. from Cape St. Mary, the W. N. W. point of St. Mary's Bay, on the S. coast of Newfoundland, and the E. point of the deep gulf or bay of Placentia. These are visible, and therefore not very dangerous; but there are several funken rocks about them, which require a good look-out. It is a proverb amongst the seamen, that when they see the Bull and Cow, to take care of their horns; by which are meant the rocks under water.

BULL MAN Rocks, are three small rocks a little to the S. E. from Prehain Point, to the E. of Kinfale Harbour, Ireland, and very foul; but there is a good and safe passage of four fathoms, which is very clean, between them and the main.

BULL Sand, about a league S. W. from the Spurn Point, or eastern entrance of the Humber, on the coast of Yorkshire; between which and the point is a fine turning channel of 10 or 11 fathoms. To the W. of the Bull is a sand, which stretches from Clay Nefs to the S. of Grimsby, as far as its N. W. end, and makes a channel that runs to Homerston or Cornholme, in three fathoms. A buoy is placed about four miles W. from the Spurn lights on this sand point; from this buoy the edge of the sand stretches W. by N. to Grimsby. The thwart marks of the buoy is a house on the W.

end to the cliff of Clay Nefs, and from thence to Grimsby Road, and anchor a little below the Beacon, in 7 to 9 fathoms.

BULL Sand, S. and N. the tails of which unite and form the bar of Dublin. See DUBLIN.

BULL's Harbour and Island, or Sewee Bay, on the coast of South Carolina, in North America, to the S. W. from Cape Carteret. The entrance of the harbour, which is within the island, is at the N. E. end of it, having a small island within that; between them is the passage, in lat. 32 deg. 56 min. N. and long. 78 deg. 24 min. W.

BULLEN Bay, or *BOULOGNE*, on the coast of France; between which in the fairway is a bank which has only 13 fathoms on it. We mention it, not on account of any danger, which at such a depth is entirely out of the question, but to afford information by night, that it may not induce seamen to think themselves nearer shore than they are.

BULLERS or BOULERS of Buchan, on the E. coast of Scotland, is a natural harbour, about 6 leagues N. from Aberdeen, and two S. from Peterhead. It is only frequented by fishermen, and formed by a rock of an irregular oval form, projecting into the sea from the middle of a bay to the distance of 100 yards. The middle of the rock is hollow down to the surface of the sea, and open at top; but the part next the sea is not open at top, but appears like a ruined arch or vault, about 50 yards high from low water mark. This arch forms the entrance; distant from the main land 90 yards, the breadth being 70 yards. The thickness of this rock is about 10 yards. The depth of water is the same within the rock as without, and vessels of all sizes may shelter here from the weather; landing, however, is impracticable. At the entrance is a considerable swell, but few vessels are lost in going in; and bad weather seldom long prevents vessels from coming out. Bullers is a name so called from *boiling*, from the turbulence of the water.

Some accounts state, that this cavity has a foot-path round it, and on the N. side where the land comes up to it people may walk without fear, if they do not approach too near to the verge of the dreadful gulf; but on the E. end and S. side, where the path goes along the top of a ledge of rocks, steep on both sides, like a walk along the top of the wall of

of a ruinous abbey, if they look on either hand, they must have very strong nerves and steady heads who are not agitated by the sight.

Cape BULLER, in South Georgia, to the westward of the Bay of Islands, and about 7 leagues from Cape North, nearly E. of it. From hence to Cape Saunders, the coast is S. 72 deg. 30 min. E. about 11 or 12 leagues. It is in lat. 53 deg. 58 min. S. and long. 37 deg. 40 min. W.

Cape BULLER, on the coast of Terra del Fuego Island, at the extremity of S. America, is in lat. 53 deg. 58 min. S. and long. 67 deg. 40 min. W. It is almost S. a little easterly from Cape Virgin Mary, and about N. W. from Cape Diego.

Cape BULLER, on the coast of New Britain, in the eastern Indian Ocean, is in lat. 4 deg. 56 min. S. and long. 151 deg. 23 min. E. Between this cape and Cape Orford, the S. E. cape of the country, is a circular bay. Capt St. George, the most southerly point of New Ireland, is about 16 or 18 leagues nearly E. from this cape; these two points form the entrance of the channel between the two islands.

BULONGA Island, off the mouth of Aracan River, on the E. side of the bay of Bengal. See **ARACAN**.

BUMBLE Head, is to the E. of the Lizard, or S. point of England, at the mouth of the English Channel.

BUNDAT Road, on the S. side of Donegal Bay, on the N. W. coast of Ireland, is nearly W. from Ballishannon about 5 miles, where ships may ride very safely.

BUNDER-abasheir, in the gulf of Bassora, is near 14 leagues from Bunder-rick; situated on a salt water river, and has a good harbour for ships. The Persian shore is very high land from hence.

BUNDER-rick, or Sandy Port, is the port nearest to Ispahan, in the gulf of Bassora, about 7 leagues from the island of Corgo, and 14 from Bunder-abasheir.

BUNDORF. See **BENDORF**.

BUNGAY, in Suffolk, is a town on the river Waveney, which is navigable from the sea at Yarmouth for barges only. It is in lat. 52 deg. 35 min. N. and long. 1 deg. 30 min. E.

BUNGELO, in Hughly River, near which is a sand that extends two thirds or more thwart the whole river towards it; and, to avoid it, keep on the star-board side in coming down from Hughly,

in 3 and a half to 4 fathoms, till below the next point, and below the usual moorings. Keeping the same shore close aboard, the depth will then increase to 4 and a half and 5 fathoms, till almost at the point opposite to Bungelo, when all the dangers of the shoal will be passed.

When below the New Chaney, and past a small house on the Bonger side, short of Bungelo, a sand, being a branch from the Bovey Sand, but discontinued by a small channel of but 4 feet water, which is steep, reaches from thence to within a stone's cast of the Bungelo.

In putting over to the western shore, the point opposite to the Bungelo being flat off, take care not to fall below the Bungelo, on account of the steep shoal which is so near it. The danger will then be past, as there is from 5 to 7 fathoms, according to the time of tide, from the Bungelo itself; which must therefore be kept on board, till near the upper point of the Devil's Reach.

Nutty BUNGELO, a river so called, on the E. side of William and John's Reach, in Hughly River, which opens flat like a bar to the entrance for about a stone's cast; here ships must edge off towards the W. side of the great river, till below the Bungelo, as well as a small bite below the S. point of its mouth, but not so much as to have the W. shore on board, because that shore also shoals, after passing the back of the upper point for more than half channel over, till above half way through the reach.

BUNGO, is a kingdom of Japan, in the island of Ximo.

BUNT Head, is near the middle of the Goodwin Sands, on the inner part, and nearly S. from the N. sand head. It is without the Brakes and other sands round the N. Foreland, the channel between the S. end of the Brakes and the Bunt Head being called the Gull Stream, and having 8 or 9 fathoms, but is deepest on the side of the Bunt Head, which has 11 fathoms close to it. The N. end is about two leagues from Broad Stairs, and the S. end about one league off shore. See **GULL Stream**. The first of the flood sets strong over the S. sand head into the bite to the Bunt Head, and out again over the N. sand head: the middle of the flood sets more over the sand for the Gulls; and the last of the flood nearly direct towards the Foreland. The first of the ebb sets nearly regular for the S. Foreland: the middle more for the Gulls; and the last

last of the ebb over the N. sand head for the Bunt, and out again over the S. sand head.

BUNTZEL and **BUNTZLAW**, are two towns of Germany, of which one is on the river Elbe, and the other in Silesia, on a branch of the Oder.

BUOY of the Nore, is a float placed at the mouth of the river Thames, to direct mariners how to avoid a dangerous sand. It is about N. E. from Sheerness Fort, on the N. W. point of the isle of Shepey, the E. entrance into Chatham River, or Medway; and it is at the extreme point of a sand which runs off E. N. E. from the island of Grain, or W. entrance of the Medway.

BUOY Island, lies between Ferryland Head and Harbour, on the E. coast of Newfoundland, in the fairway nearly to Cape **BROYLE**, which see.

BURAGRAG River, on the coast of Barbary, falls into the Atlantic Ocean at the town of Sallee.

BURCOM Beacon, off Grimsby Haven, on the coast of Lincolnshire, on the S. W. side of the river Humber. To sail for it, make the buoy of Clay Nefs nearly at W. by N. from the Spurn Head near five miles; edge round it on the S. W. or larboard, and steer nearly W. a very little northerly, about 4 miles, for this beacon. See **BULL**, and **HUMBER**.

BUREAL Island, on the N. E. coast of Ireland, is near the shore, and about half way between the N. Rock and **BAL-LYWATER**, which see.

BUREC Bay, on the W. coast of France, is to the W. of Quimperley; off this coast lie the islands of Glenan, &c. There is a good channel between these and the main, and also a very good road between them and this bay. Being to the N. of the islands, and about two leagues from Burec, there is clean ground, and from 10 to 15 fathoms.

BUREMAY Bay, is 7 leagues to the eastward of Buttery Bay, on the N. coast of Africa, within the Mediterranean. Here is good anchorage as to ground, but no shelter from winds, the road being quite open. From hence to Cape Three Points it is 18 leagues E. N. E.

BURGAROONE Cape. See **BUGARONIE**.

BURGEO Islands, in Newfoundland, are in lat. 47 deg. 36 min. N. and long. 57 deg. 36 min. W. The variation here is 24 deg. W.

BURGH Sand Buoy, on the coast of

Holland, is W. by S. from the beacon on Voogel Sand; and when Eyerland Island comes open without the E. point of the Texel, then you are the length of this buoy, which lies on the S. shore on a tail of sand, within which is a channel of 5 or 6 fathoms. On the Texel Island are four churches, of which Burgh is the most northerly, except Oogh, which has no steeple.

BURGO Sand, on the larboard side of the channel going into **LIVERPOOL**, which see.

BURICA, or **BARUCO** Cape. See **BARUCO**.

BURIN Island, about four leagues W. of Ticao Island, one of the Manillas, is only 5 miles in compass, being about 11 or 12 leagues about W. N. W. or more northerly from the mouth of the strait.

BURKA, in the island of Angra, in the gulf of Bassora, has a spacious and noble harbour, and plenty of water; but the island is uninhabited.

BURLINGS Rocks, on the coast of Portugal, are 14 leagues about N. N. W. from Cape Rocque, commonly called the rock of Lisbon, and are 18 leagues S. W. from Cape Montage. This observation points out one cape from the other, so as not to be mistaken, as the coast near those capes is very similar; but the situation of these rocks, to the S. of the one, and to the N. of the other, is a certain guide. There is a good road and anchorage behind the Burlings, under the great island before the Hermitage, and 10 fathoms water; into which ships may come from the N. or S. as it is broad and wide, and every where clean. They are directly W. about three leagues from Cape Fiferon, and about W. N. W. from Mount Roxent; in lat. 39 deg. 20 min. N. and long. 9 deg. 37 min. W.

BURLINGTON, or **BRIDLINGTON**, on the coast of Yorkshire. See **BRIDLINGTON**.

New BURLINGTON, the capital of W. Jersey in North America, is situated on an island in the midst of the river Delaware, opposite to Philadelphia. It has quays for ships of burden, with a good trade; and is in lat. 40 deg. 17 min. N. and long. 74 deg. 10 min. W. Under shelter of Mittenicunk and Burlington Islands is a safe and convenient harbour.

BURNEY's Island, on the N. E. coast of Asia, is in lat. 67 deg. 45 min. N. and about three leagues from the main.

BURN-

BURNHAM Market, on the coast of Norfolk, has a fine harbour, and a good trade in corn. It is a league W. from Wells, on the same coast, and within the middle part of the sand called Burnham Flats, which extends from before Wells, and stretches about as far W. parallel to the shore, about a league. It is dry at low water in many places; but there is from 5 to 6 fathoms along it, where ships may ride, and at high water is sufficient depth over it for small ships. On the N. side the ground goes up flat and plain, but come no nearer than 3 or 4 fathoms; and within it is good riding for easterly winds, and very steep. When over the shoal, there will soon be deep water, and good sandy ground. To sail into Burnham, go in only at high water, and bring the steeple against the block-house, and so sail in by the beacons, leaving them on the larboard side. It is high water on this coast at 6 o'clock at spring tides; and is situated in lat. 53 deg. 4 min. N. and long. 48 deg. E.

BURNHAM, in Essex, is within a small water, on the N. end of Foulness Island, which goes in westward, called Burnham water, at the mouth of Crouch River; the entrance into which is round the N. side of the buoy of the Whitaker, directly W. or very little southerly for the entrance between Foulness and Bradwell Point.

BURNT Head, on the E. coast of Newfoundland, the S. point of the bay of Port Grave; which was so named when the trees upon it were burnt down. It is on the S. side of that port, and is S. E. by E. from the haven about a league. Holy Road is 3 leagues and a half from the Head.

BURNTISLAND, in the Frith of Forth, Edinburgh, on the E. coast of Scotland, and on the N. side of the Frith, on the coast of Fife. It is situated under a great rock, and has an excellent harbour, in the form of a basin, where ships sometimes perform quarantine; being in lat. 56 deg. 8 min. N. and long. 3 deg. 5 min. W.

BURNT Island, in Christmas Sound, near the extreme part of S. America, is to the N. of Goose Island, and Egg Island is not far from it; the Devil's basin or harbour is N. N. E. from Burnt Island. See CHRISTMAS Sound.

BURNT Islands, are certain islands so called, on the coast of Malabar, in the East Indies, situated to the W. of N.

from Goa, in lat. 15 deg. 50 min. N. and long. 73 deg. 30 min. E.

BURNU Cape, or Koffa Kottagyna, opens the N. E. extremity of the sea of Azoph, from the E. side, and is in lat. 47 deg. 4 min. N. and long. 59 deg. 20 min. E.

East Buro Island, one of the Shetland Islands, between which and the Island Tronzo on the W. and the main land on the E. is Cliff Sound, being fair and clean, and running in N. half E. for 2 leagues and a half. Without Buro Island is the best channel into Scallaway, turning round it so as to leave it on the starboard, and Oxna and Papa Islands on the larboard. The tide of flood here runs to the southward, and the ebb to the northward; and it is high water at spring tides, which rise here about 5 feet, at 10 o'clock or something later.

BURRA Island, is one of the Orkneys, between which and S. Ronaldsha is a good channel into CAIRSTON harbour, which see.

BURRAMPOOTER River, in India, is of vast extent from its source within land, and is doubtless the Sanpoo, or the river of the Geographer du Halde, which falls into the Ganges; in the mouths of which latter, especially of the Hugly or Calcutta River, is a remarkable boor, or sudden influx of the tide into a narrow strait or river. It rises sometimes 5 feet almost instantaneously, and boats lying near shore, immediately on its approach, make for the stream of the river; and in the channels between the islands in the mouth of the Burrampooter it sometimes rises more than 12 feet, and is so terrible that no boats will venture to pass at spring tides.

BURRELL's Gut, round the most northerly point of the island of St. Christopher's, or St. Kitt's, to the E. between Deep Bay and Sandy Bay; between which, at a little distance from the coast, is a rocky bank, parallel to the shore, within which is a channel for small vessels from the N. W. having 5, 4, and 3 fathoms. Without the bank is 16 and 20 fathoms, and upwards.

BURRO Island, one of the Moluccas in the Dutch East Indies, is in lat. 3 deg. 30 min. S. and long. 126 deg. 15 min. E.

West BURROWS, a sand to the E. of Black Tail Beacon, the W. end of which begins at S. S. E. from Shoe Beacon, and runs along to N. E. forming the

the S. E. side of King's channel. In turning down that channel from Shoe Beacon, come no nearer the Burrows on the starboard than 8 or 9 fathoms, nor to the Whitaker on the larboard than 4 or 5 fathoms.

BURSALL, or Bur Salum River, which comes down from the kingdom of Salum, on the W. coast of Africa, is nearly N. from the entrance into the River Gambia. It is sheltered with numerous islands, without which also is a bank; the lat. of which is something less than 14 deg. N. and is S. E. from Cape Verd.

Cape BURSANO, under the Toe of Italy, that peninsula being considered as a leg and foot, towards the S. W. extremity, is N. E. from Cape Spar-tento.

BURTON Bay, on the coast of Dorsetshire, extends from the village of Burton to the W. of Abbotsbury, as far to the S. E. as Chesil bank. There is a steep beach of pebbles along it; and if a ship should be embayed, so as to be unable to clear the bill and race of Portland, she may run boldly on the beach, at the beginning of the ebb especially, and be sure to remain on board for 8 or 10 seas, after which persons may step on shore with the greatest safety. To leave the ship instantly on her striking the beach is certain death. From the Bill along this beach the ebb runs for 9 hours, and flows but 3. Beware also of wrecks on the shore.

Cape BUSA, in the Island of Candia, is at the N. W. point of the island, and nearly S. from Serigollo Island, about 11 or 12 leagues.

BUSH Cay, or Key, or Reef, as Englishmen erroneously call the little sands and rocks in the West Indies, is to the S. of the entrance into the harbour of Port Royal, in Jamaica. It is between the Salt Pond Reef on the N. and Three Fathoms Bank on the S. lying in a direction of the N. and S. having from 5 to 6 fathoms near its N. end, and from 7 to 8 towards the S. end. It is more than a league from the channel into the harbour.

One BUSH Cay, or Island, is 3 leagues within a Laguna, or salt water lake, of which Port Royal, 18 leagues S. W. by S. from Champetan, on the Spanish main, is the bar or entrance. One of the entrances into the Lagune is between Triest Island and Bees Island, which is about a league wide, and is shoal without, having only two channels to come in at. Of

these the deepest on the E. coast is not above 2 fathoms, and that on the W. only 10 feet. See BEEF and BEES Island.

BUSSARAH. See BASSORA.

BUSSORAH River. See CARACK Island.

BUSSURELLE Bank, is a long bank to the southward of the Quemer sand, or outermost of two sands, at 4 leagues N. W. from the River Soame on the coast of France, in the English channel. The Bassure land is the northernmost of these two. On the middle of the Bussurelle, which is near 2 leagues W. from the S. point of the river Soame, there is but 2 fathoms water.

BUSTARD Bay, on the E. coast of Holland, in lat. 24 deg. 4 min. S. and long. 151 deg. 42 min. E. When the S. point of this bay bears E. three quarters S. 2 miles, and the N. point about N. W. one quarter N. and the same distance from the shore, there is anchorage in 5 fathoms and a fine sand. There is a channel within the S. point of the bay into a large Lagoon, having from 3 to 6 fathoms for a mile within, lying S. by W. where a few ships may lie securely near a stream of fresh water. The spring tides rise 8 feet perpendicular, and make high water then at 8 o'clock. The tide of flood here sets to the eastward, as it does on the parts of the coast to the S. E. from it. See BAY of Inlets.

BUSTARD River, falls into the River St. Lawrence, in a bay of the same name. The Oziers Islands lie at the mouth of it, in lat. 49 deg. 28 min. N. and long. 68 deg. 5 min. W.

BUTE Island, off the W. coast of Scotland, between the peninsula of Cantyre and the main coast of Argyleshire; forming a county, including the islands of Arran and Inchmarnock. It is about 14 miles long and 7 broad. Its principal town is Rothesay. The S. end of the island is level, but the N. end is mountainous.

BUTLER'S Bay, on the N. side of a long island in the straits of Magellan, which lies E. and W. nearly between Rider's Bay and Chance Bay. It is in lat. 53 deg. 37 min. S. and long. 74 deg. 9 min. W. and the variation 22 deg. 30 min. E. 4 miles from Cape Quod S. one quarter W. Yet it is not only small, but surrounded by rocks; and therefore is, if possible, to be avoided by ships as a place of anchorage. It affords wood and water, mussels, limpets, rock fish, wild

wild fowl, but little celery. The tide rises 4 feet, but the current always sets to the E.

BUTRINTO, or the ancient **BUTHROTUM**, is a sea port of little moment on a lake of the same name in Albania, in Turkey. It lies opposite to Corfu island at the eastern limit of the gulf of Venice, about 11 leagues S. from Chimera; in lat. 39 deg. 45 min. N. and long. 20 deg. 10 min. E.

BUTTERY Bay and Point is to the E. of Penon de Velez, which is E. S. E. southerly 24 leagues from Ceuta, on the N. coast of Africa, in the Mediterranean. Buttery lies on the side of a rough point grown with trees, in a fine bay, the points of which are two miles asunder; it is best to ride on the E. side in case of a Levant wind, from which it is sheltered.

BUTTON'S Bay and Strait, in North America, is in the N. part of Hudson's Bay. Sir Thomas Button attempted to discover a N. W. passage through it after Hudson's miscarriage, but lost his ship, and came home in a sloop which he built in the country. It lies between 60 and 66 deg. of N. lat. and from 80 to 100 deg. of W. long.

BUTTON'S Islands, at the S. E. end of Hudson's Straits, are S. from Lumley's inlet, which separates Resolution Island on the S. from Cape Elizabeth, or the S. E. point of Good Fortune Island. They are off Cape Chidley, from which South Bay is to the W. S. W. They are in lat. 60 deg. 47 min. N. and long. 65 deg. 16 min. W. and have high water at spring tides at 6 h. 50 m.

BURTON Island, in the East Indies, is in lat. 4 deg. 57 min. S. being 25 leagues long and 10 broad, and is high, flat, and woody.

BUXEY Buoy, is the N. E. end of the Buxey sand, and nearly in that direction from the Whitaker Beacon, which sand there forms the N. W. side of the King's Channel. The sand extends almost to the Whitaker, between which and the S. W. end of the sand, is a channel in directly W. as mentioned under **BURNHAM**. The distance from the Whitaker Beacon to this buoy is about 8 miles to N. E. by N. Borrow upon the sand in 5, 6, or 7 fathoms, to keep clear of two middle grounds, on the S. W. end of which is a buoy about a mile due E. from the Whitaker Beacon; these middle grounds run parallel

to the Buxey sand, and form the S. E. side of King's Channel in that part.

BUYEN, on the coast of Holland, is the easternmost point of the great flat called the Hinder, which lies between the two channels of the Quack's Deep to the N. and the Gorees Gat to the S. On this flat is not more than from 5 to 7 feet water. Having passed the Buyen, go in to the Goree, or to the E. of Helvoetsfluyts, at pleasure. See **GOREE Gat** and **QUACK'S Deep**.

BUZEE Bank, is about half a league E. from the sunken rock called the Coq, which lies E. from St. Matthew's Point, in the way towards Brest, and E. S. E. from Point Craomear. Ships may pass on either side of it, and proceed into the Gullet. See **COQ**.

BUZEMAR. See **ALBOUZEME**.

BUZIOS Port, on the coast of Brazil in South America, between Point Negro and Point Luena, which are 20 leagues asunder to the S. E. It is first noticed in our pilot books, and is a barred port; but small vessels go in easily, and have good riding when they are in. This is between Cape Rocque and Cape St. Augustine, being the most easterly part of the coast of South America.

BUZZARD'S Bay, on the coast of New England in N. America, is on the S. W. side of the Isthmus or neck of land, between it and Barnstable Bay, at the bottom or S. part of Massachusetts Bay; the Isthmus here not being more than 7 miles broad, but the circuit of coast round Barnstable county is near 100 leagues.

BYHORS Island, in the E. Indies, is to the W. of Borneo Island.

Cape BYLEM. See **BELEM**.

BYRON Cape, on the E. coast of New Holland, is in lat. 28 deg. 37 min. half S. and long. 153 deg. 30 min. E. It is known by a remarkable sharp peaked mountain within land, which bears from it N. W. by W.

BYRON Cape, the N. E. point of Egmont Island, is in lat. 10 deg. 40 min. S. and long. 164 deg. 49 min. E. The variation of the compass on this coast is about 11 deg. a little more or less to the E.

Cape BYRON, the S. W. extremity of New Ireland, in the eastern Indian Sea, is in lat. 2 deg. 30 min. S. and long. 149 deg. 2 min. E.

BYRON'S Harbour, is on the N. side of Egmont's Island, in the South Pacific Ocean,

Ocean, between Sir Thomas Hays's point on the E. and Berkley's Point on the W. It is a fine, small, round harbour, just big enough for three ships, about 4 or 5 miles W. from Portland Island. When abreast of it, it bears S. by E. half E. and the Volcano Island N. W. half W. It contains in the S. W. angle a run of fresh water, and another in the S. E. of salt; and is 3 leagues E. from Bloody Bay. The entrance of this harbour is not two cables length broad; keep the middle of the channel at going in, but be sure not to come nearer the W. point than half a cable, and the E. entrance is also rocky ground. The middle of the harbour is soft mud, and from 10 to 20 fathoms. The S. E. angle has some rocks.

BYRON Island in the S. Pacific Ocean, is in lat. 1 deg. 18 min. S. and long. 173 deg. 46 min. E. and the variation about 11 deg. 15 min. E. It is a low flat island, about 4 leagues in length, but has no anchorage. But later observations make the long. to be only 170 deg. 50 min. E.

BYRON Sound, in Falkland's Islands, opens to the W. near the N. W. part of those islands. There is a passage into it from port Egmont towards the N. but only for boats. This sound is too much exposed to westerly winds, off which also at its W. end are many shoals.

BYRON'S Strait, to the N. E. of Cape Byron, divides New Ireland from New Hanover.

BYZANTIUM, the ancient name of the place where now the city of Constantinople is placed.

C

CAANA, a town of Egypt on the E. side of the River Nile, from whence corn and pulse is transported to Mecca. It is 320 miles S. of Cairo, in lat. 26 deg. 30 min. N. and long. 30 deg. 25 min. E.

CABARITO Point, is also the E. point of Old Harbour on the S. side of the island, to the W. of Port Royal, or entrance into Kingston Harbour.

CABARITO River, on the S. W. side of the island of Jamaica, to the W. of Bluefields, has good anchorage at its mouth. In some charts it is called

Savannah River, in which case the land from the western point is called Cabarita Point, and a small land directly S. from the Bluefields Reef has the same name. See BLUEFIELDS.

CABAROS Island, or Titan, the most eastern of the islands of Hieres, to the E. of Toulon, on the coast of France in the Mediterranean.

CABBY Island, on the N. of Holyhead Island on the coast of Wales, about two miles from the N. point of that island. To clear it, after going round the said N. point, sail a mile into the bay, and then half a league E. half northerly, to keep free from a ledge of rocks called the Platters, which lie near a mile out N. from the island, having but 3 feet on them at low water.

CABELON, on the coast of Coromandel in India, is 7 leagues from Conimore, in the direction of N. by E. and 5 leagues short of Madras or Fort St. George. To the S. of Cabelon are the 7 Pagodas, by which the coast is known; off which Pagodas a larger offing than elsewhere is necessary, as the ground is foul and stoney. Ships must not anchor any where about them, till a league and a half at least to the northward. The coast also turns a little more E. from them.

CABELLO Port, on the N. coast of the Spanish Main, is in lat. 10 deg. 31 min. N. and long. 67 deg. 32 min. W.

CABENDA River, is 9 or 10 leagues S. S. E. easterly from the great river Caongo, Coongo, or Congo, and is sometimes called Duos Montes, or two Mountains. It is a sandy and stony coast, and full of palm trees; and ships may run along it in 6 or 7 fathoms, the land plain and bare. On its N. side is the town of Lembā, and on the S. side Cabenda. The land forms a large bay; go northerly about the point, at a gun shot's distance, and anchor in 5 or 6 fathoms, over against a great tree near the sea side, when the point bears S. W. The ground is oozy; but avoid the N. point, which is very foul, for a gun shot off northerly. On the S. of it the land is steep and broken, like the ruins of old castles, having a great many hummocks on it, covered with palm trees; there is also a forest or wood, shewing like a regular fortification. Come no nearer this coast than 18 to 20 fathoms, because it is full of rocks under water in 15 fathoms, and under shore a great shoal runs off, which has not above 6 feet

feet water at high tide; and the sea runs very high there, especially with a spring flood. It is in lat. 4 deg. 5 min. N. and long. 12 deg. 5 min. E.

CABES, or GABES, is a town of the N. coast of Africa in the Mediterranean, in the kingdom of Tunis, situate on a river near the gulf of the same name, in lat. 33 deg. 40 min. N. and long. 10 deg. 55 min. E.

CABESTA Gatto. See CAT's Head.

CABESTES, on the approach of La Vera Cruz, on the S. W. coast of Campeachy bay in the Gulf of Mexico. The mountain of St. Martin is seen 25 leagues off, under which is the little island of Partido; from which steer N. W. by W. to go without the Cabeſtes. Come no nearer by night than 35 to 37 fathoms; for in 32 to 33 fathoms, a league from them, the current sets so furiously upon them, as to require the most special attention to this caution.

CABRERA Island, one of the islands 7 or 8 miles from the town of Majorca in the Mediterranean, towards the S. opposite to Cape Salinas, having a large and secure harbour in 12 or 13 fathoms, on the side nearest to Majorca. It is mountainous and without inhabitants, excepting that it is an usual place of banishment. The channel between Cabrera and the cape is only about 4 miles, and has from 7 to 15 fathoms; but a ledge of rocks runs off from the N. E. end of the island towards the Cape. The harbour is towards the W. end, and about S. by W. from the road to the S. S. E. from Cape Blanc, between that cape and Cape Salinas. There is also a good road under the W. end of Cabrera.

There is another small island of this name off the N. E. point of Sardinia Island, to the E. of Island Magdalena, within the S. W. and S. points of which, betwixt that and the main, is anchorage in 20 and 25 fathoms. There is another island so called, which lies about E. N. E. from Cape Corſé, or N. point of Corſica, and not quite half the distance, a little to the E. of the fairway from that cape to Leghorn; it lies nearly N. from the W. end of the Elbe Island in that sea. This is afterwards noticed under the name of Capraa. There is also another island of this name to the E. of Island Sapienza at the S. W. point of the Morea, having the Island Venetica to its E. Another island of the same

name occurs in the Adriatic Sea or Gulf of Venice, not far from the coast of Italy within that sea, and nearly N. from Mount St. Angelo, or rather the Gulf Varennes.

CABRERA Island, on the south coast of Candia island, to the southward of the Archipelago islands, is about 12 leagues E. N. E. from the island of Goza, on the same side of Candia, but towards the W. end. It is very close to the land; and on the E. of it is a fair bay, in which is a good road, and another to the westward, which is likewise a good road.

CABRETA Cape, on the coast of Spain is 5 leagues E. from the island Tariffa, and the westernmost point of the great bay of Gibraltar; a little to the westward of it, over against the Hill of Gibraltar, is good riding from 8 to 12 fathoms for a N. E. wind, thward of a great rock, and not far from the shore. On the point is a fire-tower or light-house; and to the westward of it a fair strand at a little distance, where there is smooth riding from the western surge of the ocean, which comes in upon any swell there. All the coast between Tariffa Island and this cape forms a bay, in the middle of which is a light-house, against which is good ground in 12 fathoms, and at a good distance from the shore. It is a clear strand all the way, and no danger but what is visible. For an account of the currents or tides in the Straits of Gibraltar, see GIBRALTAR.

CABRITA Island, or CAPRI, is nearly W. from cape Campanella on the coast of Italy about 8 miles, on which is a castle and village so called. Off the E. point of the island is 10 fathoms, and from thence increases to 55 and 65 fathoms in mid channel. It is nearly S. from Mount Vesuvius, on the W. of Naples, about 6 or 7 leagues; and about 10 or 12 miles in compass. See CAPREA.

CABRITON. See CAPE BRETON.

CABRON Cape, is the N. E. point of Samana Island, between the point of Old Cape François, the N. E. cape of the island of Hispaniola in the West Indies, and Cape Raphael to the S. E. of it, and the island of Samana. Its lat. is about 19 deg. 33 min. N. and long. 68 deg. 40 min. W. The Cape Cabron makes in two points, and at a great distance is like a ship with her top-mast struck, which comes to its shape

on a nearer approach. See SAMANA or SUMANA.

CACCIA Cape. See ALGERI.

CACHACRON Head, is the S. point of Dominicz Island, in the West Indies, and nearly N. from the N. end of Martinico.

CACHAO, or Keccio, is the capital of Tonquin in Asia, on the W. shore of the Domes River, 100 miles to N. W. from its mouth. At this town, which contains 20,000 houses, most of the European nations have factories, and purchase goods as in China. It is in lat. 22 deg. 36 min. N. and long. 105 deg. 15 min. E.

CACHIQUE Tower and Bay, on the coast of Barbary, in the Mediterranean, is nearly W. from Algiers, 6 or 7 leagues. The tower or light-house stands on a point of land, from which the bay trends in on its W. round the point, to the S. and then S. E. turning away from thence to the S. W. At the point is a small island, and some rocks surrounding it to seaward; and within the bay, which affords an excellent shelter from Levant winds, is good anchorage, and gradual shoalings, from 7 to 3 fathoms.

CACHOPS Sands, called the N. and S. Cachops, but perhaps with more propriety they might be named E. and W. are two remarkable banks, which contract the channel of the mouth of the River Tagus, at its influx into the sea below Lisbon. Close in shore round the point of St. Julian's on the main to the N. is a narrow channel between the N. E. point of the N. Cachops at W. S. W. from the point, having 5 fathoms; the S. E. side of which sand lies nearly straight in a S. W. line from that point, and forms that side of the main channel. The S. Cachops runs off from the S. point of the main land to the W. edging away a very little southerly to Bougie Port; from which it rounds off more southerly, till it comes almost S. at half a league from Bougie, which is the S. point of the land. This forms the other side of the main channel, called CARRICK Deep, which see.

CACONGO, is a small kingdom of the W. coast of Africa, lying on the River Zaire. See CONGO.

CACONGO River is 8 leagues S. from the great reef called the Indian Bar. It is between Loango Point to the N. and Molcomba to the S. and from Cape

Lopez along this coast southerly, ships pass with much difficulty, sometimes turning against the wind, sometimes against the currents, and sometimes forced to anchor, because of both being against a ship together. But anchor always in the night, and every morning stand off to sea till near noon, especially if the wind is S. or S. E. or still weather, even if so far out as in 80 fathoms. If the ship loses ground, come again to anchor; it is difficult to pass the mouth of this river in still weather, as the stream runs violently, and for most part of the year shoots towards the N. E. and N. N. E. even in summer. If the wind blows S. or S. S. W. the current of the river will vary, and run S. W. but a ship must, nevertheless, keep off as before. The sea beats very violently on this coast from March to September, when a ship must keep farther off to sea than the rest of the year. At the entrance of the river easterly from the Indian Bar at 6 leagues distance are 4 islands, which look like a reef, reaching along the coast about a league from the shore; on which islands the sea breaks with a dreadful noise.

CADAVAYLLO River, is about 3 leagues N. N. E. from the sand off the mouth of Lima River, on the coast of Peru in South America; along this coast is from 4 and a half to 5 fathoms at a convenient distance from shore. To the N. of this river to Old Men's Port, near 3 leagues more, is a depth of from 5 and a half to more than 7 fathoms.

CADE Bay, is on the S. W. side of the island of Antigua in the West Indies, and a little to the N. of W. from Carlisle Bay on the S. of the island.

CADE's Point, on the island of Nevis, is at the N. W. end of that island, and the nearest cape to Major's Bay, at the S. E. end of the island of St. Christopher's or St. Kitt's. Moreton's Bay is a little to the W. of S. from it, in the direction of the coast. To the N. and N. E. from it is the bank, at the extremity of which, bounding the channel between the two islands, are the rocks called the Cows. Off the point at N. by W. and N. N. W. is 4 and 5 fathoms, the former depth close along the W. side of the bank; and near the shore to the southward is only 3 fathoms, but which deepens so fast, that at two miles W. of the S. end of Moreton's Bay, is 47 fathoms, and at a mile S. of

Nag's

Nag's Head, on the island of St. Kitt's is 43 fathoms, and a little more to S. W. 79 fathoms. See **BOOBY Island** and **NARROWS**.

CADEQUIE, at the bottom of a small bay, between Rosa Bay and Cape de Creaux on the E. coast of Spain. It is 4 or 5 miles to N. E. from Rosa Fort on the N. side of the bay so called. Off the mouth of this bay is anchorage, and within there is 4 fathoms. See **ROSA**.

CADER YDRIS Mountain. See **DOLGELLY**.

CADIAPATNAM Point, on the coast of Malabar in the East-Indies, is near the extremity of the Peninsula of India, to the W. of Cape Comorin. Patnam is a general name for city or town on both coasts, and means the town of Cadia.

On its N. W. is the entrance into a bay at the mouth of a River, before which are two islands, and without which is anchorage to the N. of a rock nearly W. from the point, in the shape of a ship's buoy. Betwixt the rock and the point is 21 fathoms, and 15 fathoms to the N. W. of the two islands.

CADIZ, on the coast of Spain, facing the Atlantic Ocean, is a noted port town or city at the N. W. end of the island of Leon, within which is the bay or harbour of its name. Old Spanish Chronicles give it the name of Calis, and hence English seamen usually call it Cales. It lies nearly S. from the Bay of Bulls; off which on the N. are three islands, from the easternmost of which runs off a sand, also to N. N. E. Between the islands, having the easternmost on the larboard, which is largest, and the two smaller ones on the starboard, from the island to the city is 3 fathoms. A sand bank also runs off from the eastern point of the Bay of Bulls, called Fort St. Catherine; to the S. W. nearly to the Diamond Rocks. Over the southernmost of these sands, between the Diamond Rock and the largest of the three islands, is the safe mark for sailing in with the tide into the bay, bringing it on with Porto Real Town, up the N. E. creek; nearly at E. When the city is directly S. E. from a ship, having these marks on, she will have 12 fathoms, gradually shoaling to 6 in that line of direction, near the sand, about half way between the Diamond Rock and the island. Having passed the sand, and in that line brought the city at S. W. anchor in 6 fathoms or less at low water;

there is good anchorage also in 2 or 3 fathoms less to the E. of St. Philip's Battery, or E. point of the city of Cadiz. Other directions for going into the bay, so as to avoid the Diamond Rock, see under the article **DIAMOND**.

There is also anchorage in this bay to the N. E. on the S. E. side of Fort St. Catherine, in 3 fathoms, in the way to the Guadaleto, Bedelao, or Port St. Mary's River, within which river is anchorage for small vessels, just below the town, and also without the easternmost point of that river, towards the bottom of that part of the bay, at an equal distance from the land, of about half a league. There is a small round sand off the point to the N. E. of Fort St. Catharine, on which is 3 or 4 feet less water than the depth round it, directly in the fair-way for the E. point of St. Mary's River; edge off, therefore, about it on either side, and run on either for the river or the part of the bay just mentioned. Little more than half a league to the E. N. E. from the point of Fort St. Catharine's is the point of a sand or bank, on most parts of which is but 9 feet, though on the W. side close to the bank is 3 and 2 fathoms. This side of the bank lies nearly N. and S. for almost a league. Another sand also lies off towards the W. from the point of Fort Matagorda, over against the S. end of the former.

To go farther into the harbour, see **MATAGORDA** and **PUNTAL**. Cadiz is situated in lat. 36 deg. 31 min. N. and long. 6 deg. 12 min. W. The tide runs here N. E. and S. W. and it is high water at spring tides at half past 4 o'clock.

CADSAND or **CADSANO**, on the coast of Dutch Flanders, at the mouth of the Scheldt, is situated so as to command the navigation of that River. It is on the S. side of the entrance into the W. Scheldt, opposite to Flushing.

CAEN, a town of Normandy in France, situated in a vale at the confluence of the rivers Orne and Odon, about 7 miles from the English Channel, and has a good trade. It is 10 leagues S. W. from Havre de Grace, in lat. 49 deg. 11 min. N. and long. 25 min. W. and has high water at spring tides at 9 o'clock or somewhat later. The flood-tide here sets to the S. S. W. and there are many rocks off the mouth of the river, about 2 leagues to the S. W. which extend into the

the sea a mile or two, on the E. side of which is the best entrance into the Foss of Caen. This lies in nearly S. and is in a bay; at the W. end of which is a shingle, and within a wide, broad, and sandy strand. But the E. land consists of sand-hills, and far off flat, having 6 and 7 fathoms water on it, where ships may go in with soundings. It is 16 leagues from hence to Barfleur at N. W. by W.

CAERMARTHEN, in Wales, is situated on the River Towy, which is navigable hither for small vessels, and has a very commodious quay for loading and unloading goods, with a narrow stone bridge over the river. It is situated nearly N. from Barnstaple Bar, and the River Towy falls into the N. part of a broad and deep bay, formed by Wormshead Point in Glamorganshire on the E. and St. Gouan's Point in Pembrokeshire on the W. It is high water in this bay at spring tides about half past 5 o'clock. The channel into the river leads in E. N. E. on the E. side; for there is a great bank on the S. side, which lies off a great distance from the shore, the outer side going off flat. To sail in, sound it in along by the E. or N. shore, to the shoalest part of the Bar, where is about 14 feet water at half flood, and 4 fathoms within the Bar. Then run in by the lead along the S. shore, till the river is properly entered. The town is in lat. 51 deg. 52 min. N. and long. 4 deg. 23 min. W.

CAERNARVON Town, in Wales, in the strait of Menai, which separates it from the island of Anglesey, has a considerable trade by sea with Ireland and many of the English Ports. It is in lat. 53 deg. 6 min. N. and long. 4 deg. 30 min. W. and has high water at half past 8. The bay lies between two points at the S. entrance of the strait or channel, and has a tolerable good harbour for ships. There is 9 feet at low water over the bar, at the S. end of the strait; and the mark for going over it is to bring a hill on the N. of the town and a little house on a low sandy point to the W. of the harbour, into one, and run up to the Ferry House, in 3 to 5 fathoms at low water on the E. point. The time of high water at spring tides is about 9 o'clock; and ordinary tides here rise 24 feet or more. There is good anchorage off the bar in 5 to 10 and 15 fathoms.

CÆSAREA, on the coast of Asia, on the W. side of the land of Canaan. It is N. by E. 7 leagues from Joppa, and about S. S. W. 15 leagues from Tyre, and therefore about one-third part of the distance from the former; in lat. 32 deg. 40 min. N. and long. 35 deg. 2 min. E. This was anciently a noted Sea Port, being about 2 leagues S. from the castle of Pelgrini, and 6 from Cape Carmel; but at present there is neither haven nor road, so that the very port is lost as well as the city, though there was formerly a mole here, sufficient for the shipping of those times.

CAETSE Island, one of those of the Adriatic or Venetian Sea, which afford anchorage for shipping; of which are a cluster to the S. from Cape Cetto on the northern coast of Dalmatia.

CAFFA, or KAFFA, is a city and port town of Turkey, on the S. E. part of the Peninsula of the Crimea. The straits so called, which forms a communication between the Euxine or Black Sea and the Palus Mæotis, or Sea of Azoph, takes its name from it, being 25 leagues S. E. from Bachiserai. It is in lat. 45 deg. 18 min. N. and long. 35 deg. 45 min. E.

CAFFA Straits, or the ancient Cimmerian BOSPHORUS, is that narrow passage or sound which forms the communication between the Black Sea to the S. and the Sea of Azoph to the N.

CAGADOS Rocks are between the island of Palmas and Cape Formosa on the W. coast of Africa. They are two, and both of them large, and a great reef runs from them to seaward, so that great ships should not come nearer than 30 fathoms. The ground within 16 fathoms is foul all along the coast; and no ships should come nearer the land than 20 fathoms.

CAGLIA, or MATAPAN Cape, the S. W. point of the Morea, is in lat. 36 deg. 33 min. N. and long. 22 deg. 36 min. E.

CAGLIARI, sometimes called CALARI, or CALLARIA, and anciently CALARIS, is the capital of the island of Sardinia in the Mediterranean, situated on the S. end towards the E. in a large bay or gulf of the same name, with a secure harbour. It is in lat. 39 deg. 27 min. N. and long. 9 deg. 14 min. E. It lies 4 leagues to the N. and N. E. from Cape Sarcò; and to the W. between

tween the Cape and the city is a great bay and low land, with good anchoring ground, and an even sandy shore. Ships may come to anchor in 3, 4, or 5 fathoms sandy ground any where at the port or in the bay; just before the city, they lie safe from all winds, and under the castle, a league from the road, or 2 or 3 leagues from the city, is 14 or 16 fathoms sandy ground. The Zuart Point is a league and a half S. E. from the town, to the W. of which is an island; there is a great bay to the E. of the point, with even sandy ground every where. In coming by night into the bay, anchor any where if you cannot get a sight of the city; there is from 14 to 16 fathoms at 3 or 4 leagues from the city. Cortelazo Island is at the E. end of the gulf, being 7 leagues to S. E. by E. from Zuart Point.

CAICOS, or CAYOS Islands, in the West Indies, are certain small islands or rocks at the S. E. end of the Bahama Islands, and to the N. of Hispaniola extend from lat. 21 deg. 15 min. to 22 deg. 22 min. N. and from long. 71 deg. 42 min. to 71 deg. 50 min. W. This includes both the great and the Little Caicos. On the E. side of them is a channel of a league over, by which ships pass through these islands from the N. side of St. Domingo Island.

CAIFFA, a small town on the coast of the Levant, in the Deep Bay, between the port of Aucon and Cape Carmel, or St. Pegs, where is a good road for ships bound to the southward.

Gosse or Gulf of CAILLERI. See CAGLIARI.

CAJAN, or CAJANA Island, so called from a river of the same name that comes into the sea on the outside of it, and makes a very good harbour, is on the E. coast of South America, between the two great rivers of the Amazons and the Oroonoko. It is now more usually known by the name of CAYENNE, which see.

CAIMAN or CAYMAN Islands, the name of a cluster of islands between the two islands of Jamaica and Cuba, at which great numbers of tortoises are caught. They are in lat. 21 deg. 10 min. N. and extend from 81 to 86 deg. of W.

CAIMSER's Bank, on the W. coast of India, is in lat. 16 deg. 25 min. N. and long. 71 deg. 40 min. E.

CAJORI Island, near the mouth of the

Ganges, and not far from Pipley, at the bottom of the bay of Bengal, is situated, with Ingeli Island, on the W. side of the river; but has been deserted since the establishment of Hughly.

CAIRO *Grand*, is 100 miles from the mouth of the River Nile, to the S. and on the E. of it at two miles distance. European nations have consuls and factors here, for the purpose of carrying on the Turkey trade in that part of the world. It is situated in lat. 30 deg. 3 min. N. and long. 31 deg. 18 min. E.

CAIRSTON, at the S. end of Pomona Island, the principal one of the Orkneys, has a very good and safe harbour, with an out-let to the westward. There are several channels to sail into it; a good one is off the S. end of Pomona, and is called Ham Sound, close in by the point of Rofs Ness, leaving the Island Lamholme on the larboard side, and keeping Pomona Island on board quite up to Cair Sound. Another good channel is between South Ronaldsha and Burra; and a third, which is broad, between the islands of Hoy, Flota, and South Ronaldsha. Between the island of Hoy and Pomona are many good places to anchor in, where ships may ride landlocked; but the tides run in and out very strong between the W. end of Hoy and Pomona, with great riplings and breaches, as if there was shoal water, though the channel is both bold and deep, and without danger. In the harbour itself is no tide, and ships may ride in it with the greatest safety. It is high water at 9 o'clock at spring tides, and rises and falls from 10 to 12 feet.

CAITHNESS is a county of Scotland, at the N. E. extremity, having Pentland Frith on its N. which separates it from the Orkney Islands. The most southerly point of it, facing the E. is Ord Head; the N. E. point is Dungsby Head; and the most northerly is St. John's Head. The two last form the S. points of the Frith. The most easterly point is called Ness Head, or Caithness Head or Cape. Though the coasts abound with fish, the want of ports is a fatal impediment to the establishment of large fisheries; and salmon abound in the rivers.

CALABAR, New, on the coast of Africa, a river so called, the entrance to which is in lat. 4 deg. 30 min. N. and long. 9 deg. 10 min. W. See CALLABAR.

CALABAR,

CALABAR, Old, on the same coast, but farther to the westward, has its entrance in lat. 4 deg. 32 min. N. and long. 10 deg. 28 min. W.

CALABASH Bay, on the S. W. side of the island of Jamaica, is to the N. W. from the Pitch of Portland; and is situated between Flint Bay on the E. and Swift's River on the W. containing good anchorage.

CALABERNA Head, is the extreme point of a long, narrow, projecting land; along the S. side of the Gulf of Smyrna, towards the W. and from thence turning up N. in the form of a curve; a little to the E. from the N. end of the island of Scio in the Archipelago.

CALABRIA, in the kingdom of Naples, at the extreme part or toe of Italy, next to the island of Sicily. This part of the country, between the latitude of 38 and 39 deg. N. suffered dreadfully by earthquakes at the beginning of the year 1783.

CALAIS, on the coast of France, nearly opposite to Dover in England, at the very neck of the channel, has a harbour, which was formerly a good one; but this is now too much choked up for ships of burden to enter it with safety. It is only 22 miles S. E. from Dover; and to the Haven it is almost E. S. E. from Calais Cliff. This Haven ebbs dry at every tide, and yet has not less than 3 fathoms at high water with a common flow. To sail in, keep the mill, which is on the E. point of the town, right over the East Pier Head, and run in close along by that Head, leaving the castle on the W. Avoid a little ledge which runs off from the West Pier Head. In coming in with the West Pier Head, sail up to the westward into Paradise; there ships will lie dry at low water. At the time when the tide serves in the night, there are two fires, right in with which a ship may run; but it is best to wait for high water, on account of the very strong tide of flood, and also to avoid the anchors of ships lying in the harbour. Yet it is but a bad situation, besides being dangerous in a northerly wind, which there blows right in. There is a bank thwart off from the West Pier Head, on which is about 2 fathoms; but there is a channel between this Head and the Bank, having 3 fathoms at half flood. Under the Cliff of Calais between Calais and Blackness, there is also anchorage at the E. end in 10 fathoms;

and at a musquet shot from the W. end is a rock under water. This cliff may be seen, when a ship has 24 fathoms in the channel. The lat. of Calais is 50 deg. 58 min. N. and long. 1 deg. 51 min. E. and it has high water at spring tides about half past 11 o'clock. The flood sets in N. E. by E. Calais is 7 leagues from the S. Foreland, and 40 from Dun-
nole.

CALAMIANES Islands, in the East Indian Ocean, between the island of Borneo and the Philippines Island. They are said to be 17 in number, to the W. of Luban, in about 11 deg. of N. lat. and 118 deg. 5 min. of E. long.

CALAMO Island, in the Archipelago, sometimes called Calamine, is near the coast of Asia, not far from Mytilene.

CALANTIGAS Island, in the East Indian Ocean, has anchorage at about half a league N. E. by N. in 12 fathoms and oozy ground, when the two peaks of Lingen bear E. by N. at 4 leagues and a half. See **LINGEN**.

Cape CALAPADA is on the N. side of the island of Candia, to the E. of Cape Meleche, and about one fourth part of the length of the island from the W. end. It is the western point of a bay or river, which here falls N. into the sea, before which is an island; and the S. E. point of another deep bay, in which are several islands, opening round the point eastward from Cape Meleche, and running in westward so as to form a peninsula.

CALCUTTA, or **WILLIAM'S Fort**, is a factory in Asia, on the River Hughly, one of the branches of the Ganges, and the first place of note up that river. It is 35 miles to the S. of Hughly, and 38 N. from the sea, in lat. 22 deg. 35 min. N. and long. 88 deg. 29 min. E.

CALDAR, on the coast of Cumberland, is a small stream that falls into the sea to the S. S. E. from St. Bees Head; but it has no harbour. Between them, the sand and shingle is very loose and chaffy. Drig Rock, which is seldom seen, is about a mile from its mouth and very dangerous.

CALDERA Port, on the W. coast of South America in Chili, is 2 leagues N. E. by E. from the lee of an island at the mouth of the River Copiapo. It is divided from the Bay de Ingleses, or Englishman's Bay by two points of land which make a little Sound; between them is a channel at E. by S. Behind a rocky point here is a good road. Coast

the starboard side within pistol shot, in order to keep to windward; for the road lies on that or the S. shore, and has 10 fathoms in good ground, and secure. Ships often lade and unlade here for the town of Copiapo, which, by the course of the river, is 20 leagues up, and 14 the nearest distance over the mountains; besides which, it is 5 leagues N. to the mouth of the river from the offing of this road. This is the chief port for the town of Copiapo. The place for anchorage is S. E. by E. from the most advanced point on the S. side, when the low N. point is 3 leagues at N. by E. It is not usual for N. winds to blow in here, only thwart ways, neither are they so strong here as in a more southern latitude; but when they do blow, the high sea in the road causes ships to ride very uneasy. The difficulty of procuring wood and water prevents its being so much frequented, as it would otherwise be. It is in lat. about 26 deg. 20 min. S. and long. 73 deg. 40 min. W. From hence to Port General is 12 leagues N. by E.

CALDERO, a remarkable mountain in the Gulf of Venice, which is a guide at sea for the harbour of ROVIGNO, which see.

Cape CALDERO, on the N. coast of South America, is W. from Otchier Bay. On the E. side of this Cape is a bay with a tolerable road, but there runs off from it a ledge of rocks above water. It is about 12 leagues E. by S. from the Caracas Fort; being often called the White Cape, the prodigious quantity of dung from the fowls frequenting it being the cause of such an appearance, though the rocks have naturally a dark colour. It lies nearly S. or a little westward from the W. end of Margaritta Island on the coast of the Spanish Main.

CALDERON, on the coast of Coromandel in India, is 6 leagues N. from Tranquebar. A reef of sand lies off from it, so that it is necessary to keep off in 9 to 10 fathoms; but though it runs out far, it gradually sinks to 5, 7, and 9 fathoms. Go round it to the northward, and then turn in for the river on the W. side of the reef, where very good fresh water may be got, but vessels cannot get far in. This reef is steep on both its sides; therefore come no nearer there than from 6 to 7 fathoms. Porta Nova lies at the end of the reef, 4 leagues N. N. W. from Calderon.

CALDY Island, in the great bay of Caermarthen in South Wales, is on the W. side of it, at S. S. E. from Tenby, and forming an inner limit on that side to the bay, though it stretches out circuitously to St. Gouan's Point. It is about five leagues almost W. from Wormshead; and has on it a white tower, shewing at a distance like a white sail, purposely built to know the land by. As well as in the great bay, ships may anchor on every side of this island, and be sheltered from all winds; but there is a range of funken rocks to the northward, called the Wullox. A narrow channel, but with clean and deep water on the W. side of the island, is between it and the main. It is high water at spring tides about a quarter past five o'clock; and is in lat. 51 deg. 33 min. N. and long. 5 deg. 19 min. W.

CALEBEG Haven, on the N. W. of Ireland, commonly called KELLYBEG, is on the N. side of Donegal Bay. The whole of that bay abounds with havens; This is a fair round bay, where the largest ships may anchor; the entrance is narrow, but very clean, and no opening is seen till very near. In any part of the bay is clean anchorage, in from 5 to 8 fathoms or more, and even less, at pleasure. There is a castle on the N. side of the bay about a league to the westward, and a little island about a quarter of a league from land, which is low and flat at both ends, is a good mark to know the bay. Sail between this island and the main, or otherwise, as convenient or agreeable.

CALEDONIA, is a port in the isthmus of Darien, in the gulf of Mexico, 25 leagues N. W. from the river Atrato. The situation is extremely unhealthy, and no inhabitants are established there.

New CALEDONIA, an extensive island in the S. Pacific Ocean, between the lat. 19 deg. 37 min. S. and 22 deg. 30 min. S. and from long. 163 deg. 37 min. and 167 deg. 14 min. E. It is very narrow, neither the N. W. nor S. E. end being more than 10 leagues broad; but the breadth of the middle part is not so certain.

CALENTIGAS Island. See CALANTIGAS Island.

CALETURE, is a fort on the island of Ceylon, in the East Indies, on the S. side, at the mouth of a river of the same name. It is towards the S. W. corner, to the S. of Columbo, and nearly N. from Barberin

Barberin Island; in lat. 6 deg. 30 min. N. and long. 79 deg. 25 min. E. To anchor here, mark two small hummocks near one another on the land side, between which bring the fort, and run right in upon it into four fathoms. If the fort is to the S. of the hummocks, it is all foul ground. At S. W. by S. half W. is a funken rock, on which is only 12 to 13 feet water; but it is almost two miles off, and a ship may run in between that and the shore in four fathoms. There is 5 and 6 fathoms on the off side of the rock, and good ground; but farther off, in 15 fathoms, 'tis somewhat foul, and in 20 fathoms very foul with coral rocks.

CALETURE, on the coast of Coromandel, is N. easterly from Pullicat or Palliakate. Sail along between them with an offing of only two miles, in from 9 to 12 fathoms, and a good hard sand. Without this channel is a reef, called the reef of Armygoon, from a village to the W. of it on the shore, which is so called, lying N. N. W. from Pullicat. From hence the coast makes a large circular sweep.

CALF of Man Island, off the S. W. point of the island of Man, in the sea called the Irish Sea. Its lat. is 54 deg. 1 min. N. and long. 4 deg. 43 min. W. and it has high water at spring tides at half past 10 o'clock. See **MANN** Island.

CALF Sound, on the coast of Sweden, is four leagues S. from Maelfstrand, and as much N. from Winge Island. This sound is so full of dangerous rocks, that there is no moving without a pilot; it would therefore be vain to attempt giving any directions on the subject.

CALICOULAN, is 50 leagues to the southward of Calicut, on the western coast of the peninsula of India or Malabar, between Cochin to the N. N. W. and Anjango to the S. S. E. There is only 10 fathoms in shore towards Quilon to the southward, and 20 fathoms and more to the N. W. and W. The best maps place it in lat. 8 deg. 2 min. N. and long. 74 deg. 15 min. E.

CALICUT or **CALLICUT**, on the same coast, but more northerly, is in lat. 11 deg. 21 min. N. and long. 75 deg. 28 min. E. It is 10 leagues S. S. E. from Tellicherry; and, though it has no harbour, has good riding in the open sea, at three leagues distance from the shore. Bring the fort to bear N. E. by N. and at this distance there is 13 fathoms, and a good oozy sand. The town is known

by three white spires at an equal distance from one another, as no similar mark occurs on all the coast. Ships may ride nearer in five fathoms in the same road and good ground, by bringing the four tombs to the N. of the town at E. N. E. half N. and the northernmost land in sight at N. by W. half W. only 2 or 3 miles from the shore. It is much visited by English ships.

CALIFORNIA, is a peninsula of North America, facing the Pacific Ocean to the N. W. and S. W. within which is the gulf of the same name, which separates it on the E. from Mexico. At the N. W. end it is joined to the continent by a narrow isthmus; it lies between 23 and 46 deg. of N. lat. and from 116 to 138 deg. of W. long. Its length is 300 leagues, but its breadth scarce any where exceeds 40 from the ocean to the gulf. Cape St. Lucas is the extreme point of the peninsula, and Cape Blanco de St. Sebastian its farthest limit known on the western coast. On the coast of the continent to the S. E. Cape Corientes has been deemed the limit of the gulf on that side; but we think it ought rather to be taken only from the point laid down to the E. of Cape St. Lucas, and consequently in nearly the same N. latitude. Sir Francis Drake passed up this gulf to the N. W. three days sail, till by shoal water he was obliged to return; the river Colloredo is now known to fall into its extremity, with the Blue River and Coral River from the N. and N. E. Several rivers also fall into the gulf from the E. and N. E. in various parts, with which, however, European navigation has no concern. The peninsula is, in general, barren, rugged, and wild; but in 35 deg. of N. lat. to the W. of Colloredo River, the face of the country is happily reversed, being fertile and well watered. The gulf has been sometimes called Purple, Vermilion, or Red Sea; and the peninsula has also by some obtained the name of New Albion.

CALIMERE Point or Cape, is the promontory or head, where the coast of Coromandel, in the peninsula of India, is supposed to commence, though some extend it to the S. W. to the reef of Manar, or the W. end of Adam's Bridge, which shuts up all communication through the gulf of Manar. It lies nearly N. W. by W. from Point Pedro, at the N. end of the island of Ceylon, at the distance of 13 leagues; from which in the fairway is

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from 8 to 10 fathoms, till within four leagues, where the shoalings of Calimere Reef begin, to which come no nearer than five fathoms, unless in a small vessel. When the Calimere Pagod bears W. S. W. and S. W. by W. the reef is then clear and safe, and a ship may run in for the shore, keeping in 4 and 5 fathoms. It is a little more than nine leagues N. from the point to Negapatnam, keeping along shore in from 4 to 6 fathoms. See ADERANPATANAN.

CALIMNO Island, in the Archipelago, contiguous to another small island called Capra. They are left to the larboard in the passage from Stantio Road towards Samos, as the small island of Guideronfa is on the starboard, as well as several rocks and islands above water to the N. of Stantio. See CALMINA.

CALITURE. See CALETURE.

CALK Inch, or CHALKY Island, on the E. coast of Scotland, is just without Peterhead, to the northward of Buchan Nefs. Ratter Head or Katter Head is two leagues E. N. E. from it.

CALL, or SMALL Bank, is the westernmost of the two banks, which together form or constitute what is called the fourth of the Flemish Banks. It lies along by the side of the Broad Bank.

CALLABAR, is a wide river on the S. coast of Africa, about six leagues E. from the river Andony. A great bank of sand lies in its mouth, which extends a great way off to sea. It is known, in coming from the W. by the breaking of the sea upon it; but ships may proceed, keeping off only in from 5 to 3 fathoms on either side. The River Ree, or King's River, is nine leagues E. from it. See CALABAR.

CALLAO, on the coast of Peru, in S. America, is a port town, situated in a small island, opposite to Lima, to which city it is the port. It is in lat. 12 deg. 4 min. S. and long. 76 deg. 59 min. W. The river and town of Callao is about three miles S. W. from Lima River, and betwixt them near the shore is from four fathoms and a half to five and a half water, and from Callao to a cape or narrow point of land also to the S. W. is from 5 to 8 fathoms; on the W. side of the cape is but one fathom and a half, and on the N. three fathoms near shore. Lorenzo Island is somewhat more than two miles W. from Callao Cape, and La Laja, a very small island, lies in the mid way between them. Round the cape on

the S. side is shoal water more than a mile from shore; but two miles E. from it is three fathoms, and from thence for four leagues to S. E. the coast forming a kind of bay, is from 4 to 6 fathoms. At 2 or 3 miles N. E. from Port China, off a point at that distance, there commences a shoal. The Hunch-back'd rock is 4 miles S. by E. from the cape, with the Ordada rock and several smaller ones to the E. of that; but there is from 9 to 16 fathoms water round them.

Callao Road is the fairest and best of any which the S. sea affords; being safe riding, clean ground, deep water, and gradual shoalings, as well above the town towards les Picadores, as below it to St. Lawrence Island. Turn in or out as occasion requires, or wind and weather will permit. To come in from the sea, give the cape a good birth of a league at least; because the winds off shore, if nearer, come off in strong flows and gusts, and off the windwardmost point of the cape is a small ledge of rocks. In coming from the windward, a channel between Callao Point and the island of Callao, called the Bouqueron, must be passed through, the wind always favouring it; small ships go in right before it. Callao Island and Port are five leagues from each other, at N. E. and S. W.

In the passage of the Bouqueron, take notice of a break or cleft in the high lands of the island, having a white spot on the top of it; then incline a little towards the port of Callao, but still give a birth to the shoal, which in that situation is to the E. or N. E. Come not near the point, even in steering in, so as at least to keep the N. head-land of the island to the westward; this offing will carry a ship safely in, so as to come to an anchor in the road in any depth, in an olive-coloured oozy ground. The only rock or shoal is about three cables length from the shore, near a point of St. Lawrence Island, opposite to la Galera Point, the most westerly on the same island.

The sea is always so still here, that ships careen at all seasons, without fear of surprise from sudden gusts of wind, which are frequent farther to the S. and though the road is open to the N. and N. N. W. these winds so seldom blow here, that no danger is apprehended, because whenever there are such winds they never exceed a gentle easy gale, so that the sea never swells to do any damage.

The island of St. Lawrence also breaks off the sea from the S. W. to the S. E.

All sorts of conveniences are to be had in the port of Callao; and water is very readily procured in a small river that comes down from Linia, and bears the name of that city, which falls into the sea under the very walls of Callao. From Callao to Lima is about two leagues by land.

CALLA SUSUNG, is a town of Asia, in the island of Bonton, in the East-Indies.

LAS CALLETAS, or the Creeks, two very good harbours at the ends of the strand going into the port of Salagua, on the W. coast of Mexico, in which many ships ride.

CALLIAQUA, a town and harbour at the S. W. end of St. Vincent's Island, in the West Indies, usually called one of the Caribbees. It is the best harbour in the island, which consequently draws to the town a great part of the trade, as well as the principal inhabitants.

CALLIBOGIE Sound, is to the N. E. from the nearest entrance into Savannah River, in the state of Georgia, in North America; the entrance into which is at the S. W. end of Gaskin's Bank, which lies to seaward the whole length of Hilton Head Island. Both these extend to the mouth of Port Royal Harbour, South Carolina; and the S. W. point of Hilton Head Island is called Callibogie Point. Behind this island, which is narrow, is the sound of Callibogie. Its lat. here is 32 deg. 4 min. N. and long. 81 deg. 32 min. W.

PORT CALLO, on the coast of Chili, on the S. Pacific Ocean, or W. coast of South America, is four leagues N. from Solango Island. There are two harbours between them, about a league from each other; which are known by some white cliffs standing just between them. Of these, the leeward port has the deepest water; but provisions may be had at either of them, and shelter from southerly winds. It is six leagues N. W. from Port Callo to Cape St. Lorenzo or St. Lawrence's. This port is in lat. 1 deg. 10 min. S. and long. 80 deg. 9 min. W.

CALLOREDOES, or **COLLOREDOES**, are very dangerous sands, which lie off in the sea, at a distance from the island of Cuba. When abreast of Cape St. Anthony, with an offing of five leagues, which it is usual to give that cape on account of the shoals along the W. end

of the island, the Calloredoes bear N. E. by N. about 15 leagues. Some of them are dry at low water, and others lie in 2 and 3 fathoms; but there is no rippling or breach of the sea upon them. When off Cape St. Anthony, with the apprehension of coming upon these sands, in a N. E. course, keep the lead going, because they have gradual shoalings; there is from 25 to 15 fathoms, excellent sticking ooze, and in 12 fathoms clean sand. When at this depth, stand no nearer W. but steer E. N. E. till clear of Cape Bonavista. When the first hummock or high land on the W. end of Cuba is due E. or E. by S. and the low land S. E. by E. a ship is clear of these sands to the E. and N. eastward of them.

To go without them, steer N. W. by W. from Cape St. Anthony, till by the lat. the ship is certainly past them to the W. keeping the lead going till out of the soundings of the shoals.

CALLUTA, on the W. coast of New Mexico, to which the boats go for water to supply ships at the port of Guatulco. Anchor at a small island to the westward, during the time of fetching water. To the W. of this island about a league is another island, and to the landward of it good anchorage, secure from all winds. It is called the island of Sacrifices, where ships may very conveniently water.

CALM Point, on the N. W. coast of America, is 8 leagues E. from another point, between which is a large bay, the coast in some parts being hardly visible from the mast head, though but 3 miles distant from the westernmost point. Off the points are soundings from 14 to 26 fathoms. Cape Newenham at this situation bears N. 36 deg. W. about 16 miles, forming also another bay with the westerly point. The flood tide sets to the N. W. along the coast strongly; and it is high water at 12 o'clock. At 4 leagues from shore, anchor in 24 fathoms.

CALMAR Channel or Sound, in the Baltic Sea, lies in between the S. end of the Island Oeland and the western Main; where, to the point off Christianople it is about 4 leagues broad, and in the narrowest part 7 miles. But there are frightful rocks on both sides of it, and it is necessary to take a pilot from Oeland, though the channel, when known, has sufficient depth of water. At the N. end of this channel between the Main and the N. end of Oeland, is a very high rock,

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rock, which may be seen a great way to sea over the island, and appears like a part of it; but it is clean round it, and admits of anchorage from 18 to 20 fathoms. The town is in lat. 56 deg. 40 min. N. and long. 16 deg. 22 min. E.

CALMARDIER Sand and Rocks are about 2 miles and a half E. from the S. point of the harbour of Plempoul on the coast of France, in the English Channel. The marks to find them are to bring the biggest of St. Quay's Islands called Arhouze, on with the westernmost house on Rosetters Point, which will then bear S. S. E. and the Island Quemenes on with the abbey of Beauport. They never appear, but at low water at spring tides. W. from them about a mile, is another shoal with sunken rocks upon it, which are dry every tide. The Barbotes rocks are about half a league N. N. W. from these.

CALMARDIERS. See **BARBOTES**.

CALMINA or **CALMINO** Island, in the Archipelago, is N. W. from Stantio Island, having Capra and some smaller islands between them, on the N. of the latter island. See **CALIMNO**.

Cape CALMINERA, on the coast of Coromandel, is in lat. 10 deg. 15 min. N. and long. 79 deg. 40 min. E. a few leagues to the S. of Negapatnam.

CALMORE, on the coast of Coromandel in India, is near 4 leagues N. E. from Pullicherry. It is known by a white Pagod or Idol Temple near it. Keep the usual offing of 4 miles, from 10 to 12 fathoms, a good hard sand. It is 9 leagues from hence to Conimore, and a clear strand, without creeks or harbours all the way. Sail in the same offing.

CALOO Sand, on the coast of Holland, lies between the Bodkil to the southward and the East Gat Channel to the northward. It has not above 3 or 4 feet, though the Bodkil Channel has 4 fathoms and a half. See **BODKIL**.

CALOY, in the island of Corfica in the Mediterranean. See **CALVI**.

CALPENY Island, one of the Laca Dives Islands, to the W. of the Peninsula of India. See **LACA DIVES** Islands.

CALUBO Islands, to the S. E. of Borneo island in the East Indies; a little to the S. of E. from Cape Salatan, and to the W. of S. from Laut Island.

CALVI, on the N. W. of the island of Corfica in the Mediterranean Sea, is

about a league and a half due E. from Cape Rivila or Revellete, having a bay or road between them, open to the N. and anchorage within the cape on the E. side in 10 to 5 fathoms, according to the distance from the shore. It has a castle for its defence on a rock with 5 bastions; and is in lat. 42 deg. 26 min. N. and long. 9 deg. 7 min. E.

Cape CALVINO, in the Moreas is the most westerly Cape, to the E. of Zante Island, and to the S. W. from the S. point of the entrance into the Gulf of Lepanto.

CAM's Bank, on the coast of Flanders, is W. of the Broers Bank, and has 3 fathoms water upon it; within which a ship may run through in 8 to 10 fathoms, and ride there by the land in all winds. Between it and the Broers Bank is 5 fathoms; and between it and the Main, in coming from the E. run along by the Quad Bank till before Dunkirk Harbour. See **BROERS**.

CAM Island, is one of the smaller Virgin Islands in the West Indies, on the N. of St. John's, and in the channel usually called, the King's Channel. It is in lat. 18 deg. 20 min. N. and long. 63 deg. 25 min. W.

Porto CAMAC, on the N. side of the island of Candia, to the S. of the Archipelago Islands, is situated on the E. side of Cape St. John, having several islands in its mouth. It is scarce one fourth of the length of the island from its E. end, in about 26 deg. and a quarter of E. long.

Grand CAMAINES, is a large island, with low and smooth land, and trees on the top, about 46 or 48 leagues W. N. W. from the W. point of Jamaica. It has a bold shore, and there is good anchoring in the bay on the N. side, and also at the W. end of the island. Ships usually steer from hence for the island of Pines, near the S. W. end of the island of Cuba. The island is well stored with turtle. See **CAYMAN's** Islands.

Little CAMAINES, are two islands, of which the westernmost is called Camin Brack. They lie E. N. E. about 20 leagues from the Grand Camaines. Many turtle are caught here by the people of Jamaica.

CAMALA River, on the E. coast of Africa, is within the long Reef or Sand Bank from Cape Corientes to the Barras Vermulas, an extent of at least 400 miles. Its outer edge being pretty straight, it widens

widens as the land falls off within it, so as to be of various breadths from 2 to 15 and 17 leagues. It begins to be broad off this and the neighbouring rivers of Mata and Cuama, on each side of the Camala, from 19 deg. of S. lat. to 17 deg. and a half. See *Cape CORIENTES*. on the E. coast of Africa.

CAMANA River falls into a spacious bay to the N. W. from Arequipa, on the coast of Peru in South America. See *OCONA* and *QUILCA*.

CAMANAR City is behind a ledge of rocks on the S. side of Gallipoli, on the Asiatic shore of the strait of Gallipoli, or passage towards Constantinople and the Black Sea. Avoid the ledge both in going in and coming out; it reaches far from the shore, and is so very steep that at one time there will be 30 fathoms, and the next cast 10. Veer off immediately to clear it; and sail round it on the W. when between it and the Main to the southward, is safe riding in almost all winds. The tail runs off at the E. end to the main. The city of Camanar is close by the water side on low land, and is scarcely seen; but Gallipoli lies higher. On a point to the eastward stands a large light house; over against which, about a gun shot from shore, is a sunken rock, the only danger, besides the ledge, in all the gulf.

CAMARANA Island, is an island of Arabia in the Red Sea.

CAMARET, or CAMERET, on the W. coast of France, to the S. of the channel or entrance into Brest, is a sea port town, and has a good road, excepting that it is open to the N. which is well defended by forts on the land. By its being so much within St. Matthew's Point to the N. W. with the point of the bay, the sands and rocks, which run far out to the W. and W. S. W. the force of the swelling seas from the bay of Biscay, must, however, be much checked, so as to render it a tolerable anchoring place. It has 10 fathoms at a distance of little more than half a mile from the E. coast of the bay. To sail for it, make the length nearly of the E. point of Bertheaume Road on the N. coast, and then steer S. S. E. a little easterly; for the road of Camaret, which lies in a bight of the land. See *BAS du Lis*.

CAMARGUE Inlet, in the Mediterranean, near the mouth of the River Rhone, from which it extends to the S. W. as far as Agde and Beziers, and forms several

long narrow islands, parallel to the coast. The island of that name, formed by the two principal mouths of the Rhone, is very fruitful.

CAMARINES, a country of Asia, in the island of Luconia, one of the Philippines.

Cape CAMARON or *CAMERON*, is a Head Land on the N. part of Honduras, in North America. It is nearly due S. from Cape St. Anthony at the W. end of Cuba Island, from Cape Gracias a Dios it is N. W. nearly, and about E. by S. from Cape Honduras. Its lat. is 15 deg. 35 min. N. and long. 83 deg. 29 min. W. A Land Reef lies to S. S. E. from the cape almost to Carthago Bay, extending close upon the land for above 15 leagues, and running out to sea in the form of a wedge for near 40 leagues. On the S. W. of the shoal and within the middle of it are the Baxos, 4 low islands, so called from their being low and flat, crossing the sand parallel with the shore. The Millans, or Meeven, 6 other islands, also surrounded with rocks, lie on the N. side of it.

CAMARONES River, on the E. coast of South America, about 30 leagues N. from Port Desire, and 20 from Cape Blanco, which lies between them. It is also S. S. W. from Port Leones to Cape St. Helena, its N. E. entrance.

CAMARONES River, on the coast of Peru in South America, is 8 leagues N. from Pisagua River, and S. from Arica. To the N. of it the land is rocky. It is in lat. about 19 deg. 20 min. S. There is also a point or cape so called, which is rendered white by the dung of the Cormorants, that resort to it in vast numbers. Its value occasions ships to come thither to load with it. The island adjoining is called Camaron, though its proper name is Guano.

CAMAROON River, on the S. coast of Africa, is S. E. by E. from the Island of Amboises. Sail along by 3 or 4 rivers, with several villages of fishermen; beyond which are abundance of nets hanging upon stakes. There are several cliffs on the main, and some among the islands, and all of them very steep and high; but the passage is amongst the islands, and never anchor in less than 7 fathoms. When in 8 and 9 fathoms above Point Bato, run up towards Cape Cameroon, and so into the river. Sound a sand bank from the N. point, in sailing from Amboises for the river, and go over safely

safely in 4 fathoms, running on into 8 or 10 fathoms, and then sail up into 3 or 2 fathoms at low water. The flood rises 2 fathoms; and at spring tides it is high water at 6 o'clock.

CAMARRA River, on the N. coast of South America, is W. from the River Maya, between which the shore is all the way covered with trees. See CARRACAS.

CAMARTHESE Rocks, or Vingrola, are between Tamana and Goa, on the coast of Malabar in India. The fairway of this coast is 2 or 3 leagues from shore, in 7 or 8 fathoms; and these rocks lie in the fairway, so that it is necessary to keep a good look-out.

CAMBAYA Gulf, at the bottom of which is the city of the same name, had formerly a great trade, which is now removed to Surat, 50 leagues to the N. of it. This city is in lat. 22 deg. 30 min. N. and long. 72 deg. 21 min. E.

CAMBODIA Point, on the coast of the country so called, is in lat. 8 deg. 55 min. N. and long. 105 deg. 34 E. See the next article.

CAMBODIA River, on the coast of the country so called, is in lat. from 9 deg. 30 min. to 10 deg. N. and from 107 deg. 10 min. to 107 deg. 35 min. of E. long. Ships destined for that river first make the Island of Uby, which is about 40 leagues westward from the Island of Condore; bring this island at N. W. by N. about 6 leagues, where is a strong current in 18 fathoms setting to S. S. E. From thence proceed towards the Bay of Siam, and double the southernmost point in from 15 to 16 fathoms, when the northernmost or Cambodia Point will bear N. W. From this point the course to the land of Cambodia is due N. in which the lead must be constantly going, on account of a hard sand bank at 5 leagues to 5 and a half from the main, which in some places has but 3 fathoms. Steer westward to clear the sand, and then keep due N. into 4 and 5 fathoms, and then 4 again; where the first river of the country may be soon expected to open. This river is about 23 leagues short of the proper river, called Cambodia, and the course from hence to that river is N. E. by E. and E. N. E. Having made this first river, steer N. N. E. about 8 leagues, in 3 and 4 fathoms, with an offing of about 2 leagues, for the land here stretches out E. for 10 leagues and a half to Cambodia point.

When got to that length, run in fair with the land into 3 fathoms, for from 4 to 5 fathoms it cannot be seen; it will make in two points and an island in mid channel, and is the opening of the river.

Two shoals lie in the mouth of the first opening, by which there are two channels, besides one to the westward. But the easternmost channel is best, having 3 fathoms, whereas the others are shoal and dangerous.

To go up the river, run over to the W. point, where there is from 30 to 34 fathoms; leave the island on the starboard side, and keep along under the W. shore. It is 60 leagues up to the city of Cambodia, and ships must warp up against the current the whole distance to the very walls of the city, or at least so as to anchor before it. All vessels going hither should, therefore, be well stored with spare anchors and cables, and have a thousand fathoms of warp. At 48 leagues up, a large river comes in on the larboard side, when the main river considerably lessens; but the channel has from 12 to 15 fathoms, and the stream is not violent. Keep still on the W. side of the channel quite up to the city. In all this river, there is neither rock, reef, bank, or shoal, except on the E. side of it quite out of the way.

Mount CAMEL, on the W. coast of New Zealand, in the S. Pacific Ocean, is remarkable from the land contiguous to it being mostly low and barren, and being near the N. end is seen in almost every direction, the Island of New Zealand being here very narrow. It appears on the N. to be about the middle of Sandy Bay. When at 6 leagues N. E. by N. from the Mount, and 13 leagues N. W. by W. from the Cavalles, the extreme land in sight is N. W. a quarter N. 9 leagues; and when this last point is 1 league S. W. Mount Camel bears S. by E. 11 leagues, and the westernmost land in sight is S. 75 deg. W. The lat. observed is 34 deg. 20 min. S.

CAMEL River, on the N. W. coast of Cornwall, falls into the river or haven of Padstow. See PADSTOW.

CAMERON, or the Black Pagoda, on the coast of Golconda, in the Bay of Bengal, in the East Indies. Keep an offing of a league, where is from 12 to 13 fathoms. It is between Manchepatam and Cape Palmiras.

CAMERON River, on the W. coast of Africa,

Africa, is to the S. E. from Calabar River, the entrance of which is 4 deg. of lat. N. and 11 deg. 20 min. E. long.

CAMERONS. See CAMARONS.

CAMES Point, a low point 2 leagues N. from Manta Harbour, on the coast of Peru, which harbour bears E. N. E. from Cape Lorenzo, or St. Lawrence 8 leagues. To go about it, stand off, and give it a large birth, as there is a great shoal before it, which is very dangerous. It is known at sea by the Mountain called Monte Christo, a little to the southward, being a very high and broken land, remarkable both for its name and shape. Directly over the point also is another very high piece of broken land. See Port CALLO.

CAMILE Mount, on the S. E. coast of the River of St. Lawrence, in North America, is between Hare Island and Cape Chat; in lat. 48 deg. 41 min. N. and long. 67 deg. 18 min. W.

CAMINA, or CAMINHA Haven, on the coast of Spain, is 5 leagues S. from the Islands of Bayonne and the Port of Vigo. It is a broad sound, and has room and water for the largest ships to enter at high water, in the direction of N. E. by E. But there is a rock, a little towards the S. side of the entrance, almost in the middle of the fair way. The deepest water is close to the N. of this rock; and there is on the N. side, after being within the haven, a small island, with a tower on it, which must be kept on the N. land, and so run right in. A little northward from Camina is a high steep hill on the coast, with a cleft or saddle on the top of it, which is a very good mark to know the haven by. Viana, on the coast of Portugal, is 7 leagues S. from Camina.

Porto CAMISA, or Road, at the W. end of Lifa Island, on the N. E. coast of the Gulf of Venice, has good anchorage; but it is open to westerly winds, and a W. N. W. wind blows right in. See LISA.

CAMITA, or COMITA Island, is 3 leagues N. E. from Cape Rosa, near the N. W. part of the peninsula of St. Domingo Island. There is no passage between them, being so foul with rocks, and a reef of sand between, as to exclude the possibility of running between the cape and island. From the N. point of this island to the W. end of the reef off Cape Tiburon, is 19 leagues towards the S. W.

CAMMAS Water, at the mouth of the river running from Morpeth, in Northumberland, has a small port for shipping corn, and grinding stones.

CAMMIN Sound, 5 leagues to the E. of the Swin, has the appearance of a river, and is one of the small channels which go from the Baltic Sea to the southward into the great Haaft or Channel of the River Oder, up to Stetin. The town is on the E. mouth of the Oder, opposite to the Island of Wollin, and 11 leagues N. from Stetin, being in lat. 54 deg. 11 min. N. and long. 14 deg. 52 min. E.

CAMPANELLA Cape, on the coast of Italy, nearly S. from the City of Naples across the gulf, of which it is the most southerly point. The Island of Capri, or Capri, lies to the W. of it. See CAERITA.

CAMPARRE, or CARREPARRE. See CARREPARRE.

Cape CAMPBELL, to the S. E. from Queen Charlotte's Sound, New Zealand, in the South Pacific Ocean, is S. by W. 13 leagues from Cape Koamaroo, on the E. side of the southern island.

Mount CAMPBELL, is on the N. E. side of Kerguelen's land, about 5 leagues N. W. from Cape Digby. See DIGBY.

Port CAMPBELL, or ROSEWAY, on the coast of North America, is in lat. 43 deg. 40 min. N. and long. 65 deg. 17 min. W. and has high water at spring tides a little before 9 o'clock. The variation of the compass on this part of the coast is only 13 deg. 24 min. W.

CAMPBELTON, on the bay of its name, near the S. extremity of the Mull of Cantyre, in Argyleshire, on the W. coast of Scotland. It is a place of considerable trade, and the general rendezvous of the fishing vessels of this coast, in lat. 55 deg. 29 min. N. and long. 5 deg. 42 min. W.

CAMPEACHY Bay, in the great Gulf of Mexico, is to the W. of S. from Cape Concededo, and on the larboard of the passage from that cape to Vera Cruz. It is towards the bottom of the gulf in that S. W. part of it, the town being about midway on the eastern coast between this cape and the Island of Tristia, in the very extreme part of it. The town from whence this bay has its name is in lat. 19 deg. 10 min. N. and long. 90 deg. 27 min. W. This city is 35 leagues from Cape Concededo, of which it is 15 S. to the Salinas, and 14 more S. by

S. by W. to the hill of Hina, which is 6 leagues E. of Campeachy. Here is a good port, and it is the only place of any note quite round from Cape Catoche to Vera Cruz, that lies open to the sea. To go into the harbour, ships must come close under the guns of the fort. It is 10 or 12 leagues S. from hence to Champetan.

Cape CAMPEBARIS, on the S. coast of France, in the Mediterranean, is S. E. from Toulon, between that port and the islands of Hieres, and nearly E. from Cape Sicie, which lies S. W. from that port.

CAMPEN was a port town of Overijssel in the United Provinces, near the mouth of the Yssel and Zuyder Zee, 22 miles to the N. of Deventer; being in lat. 52 deg. 35 min. N. and long. 5 deg. 46 min. E. The port is now choaked up with sand.

CAMPER Buoy, one of the marks for sailing into the port of Embden. See EMBDEN and EMBS.

CAMPERDOWN is a league to the S. of Honbosch on the coast of Holland. Its N. end is very remarkable, being a white steep sand hill, very high and sloping, the southernmost part being grey and rough, and overgrown with heath or rank weeds. There are several hummocks or sand hills farther S. among which is sometimes seen a white spot, by which they are distinguished.

CAMPO River, on the S. coast of Africa, is to the southward from the Island Pan Navia or Gayara Point, which lies 7 leagues S. S. E. from Branca Island. On the S. side of this river is a great Bight, wherein is good anchoring ground in 6 and 4 fathoms, where also may be had good ballast and fresh water. A few houses stand here and there close to the water side, and to the land are seen seven ill shaped hills in one row. This coast is all very low and bare, and the strand is seen at low water to be a clean hard sand. On the S. point of the river is a stone bank or shoal, on which the sea breaks with great violence, and appears dry at low water. Two round hills are here seen to landward on the main of the coast, and a little farther another long hill; by these marks the coast may be known. St. Bennet's River is 7 leagues S. by W. from the bight.

CANA Island is to the S. of Skye Island, one of the Hebrides or western

islands of Scotland, and is 4 English miles in length. About a quarter of a mile above the harbour, the rocks rise into Polygon Pillars; and from the W. end about 2 miles is a low rock or small island, where is a regular pavement of hexagonal stones. It is about 200 miles N. from the Giant's Causeway in Ireland, and jointed exactly like that. See DUNBAR.

CANALES Islands are 2 leagues to the S. of Honda or Deep Bay, and to the N. of the Island Corbo, which is 18 leagues in length, and near it is another called the Island Rhenchira. It is to the E. of Sebaco Island, the land lying E. and W. to this island, and low within 4 leagues of it. These are within the limits of the Golfo Dulce, or Fresh-water Gulf, which is nearly W. from the bay or gulf of Panama, and between them the land trends both ways to the S. so as to form a kind of peninsula. See PANAMA.

CANANORE, on the coast of Malabar in India, is in lat. 12 deg. N. and long. 74 deg. 10 min. E. It is a large maritime town, and has a very good road from 7 to 10 fathoms a league or two off shore, as is usual on this coast. It is S. S. E. from Manqualore; and from hence to S. E. is 5 leagues to Tellicherry. Calicut is about 15 leagues from it to the southward; and the harbour of Cananore is large and spacious, and very commodious, at the bottom of a bay. Provisions are here to be had, with cinnamon and ginger.

CANARIES Islands, which are 7 in number, are situated in the Atlantic Ocean, of which Lancerota Island, the most easterly of them is 50 leagues W. from Cape Non on the coast of Africa. They lie between 27 and 29 deg. of N. lat. and between 12 and 21 deg. of W. long. Their names, beginning from the E. are Lancerota, Forteventura, Great Canary, Teneriffe, Gomera, Palma, and Ferro; which see, under their respective heads.

CANARY Island, from which all those in the preceding article have their general name, is 50 leagues in circuit; the name of its capital, or principal town, is Palmas, from whence comes the most excellent palm sack. It is 19 leagues to the W. of Forteventura Island. The road is at the E. end of the island, behind the N. E. point; to go into it from any direction between the N. E. and N. W. that point at 5 or 6 leagues to the N. W.

or S. E. appears like an island about 2 leagues in circumference, being very high and connected with the rest of the island by a long low strand which runs out of 2 miles long, and about 450 yards broad. On a nearer approach, this is discovered. To go into the road, leave the point to the starboard, without the Isolettes, or small islands, off the point, till the castle bears N. W. by N. where there is anchorage from 8 to 10 fathoms. The N. point of the bay will then be at N. E. by N. and the S. point at S. S. E. Mafapalomba, another good road, is also at the S. end. The lat. is about 28 deg. 12 min. N. and long. 15 deg. 40 min. W. The time of high water at spring tides is about 3 o'clock.

The middle part of this island is so very high and mountainous as to stop the N. E. wind which generally blows here; either causing it to be quite calm on the N. side of the mountains, or having there a gentle breeze from the S. W. at the very time, perhaps, when on the other side it blows a storm at N.

As these calms and eddy winds, thus caused by the height of the mountains, extend for 25 leagues out to sea at S. W. they are dangerous to small vessels if the wind blow hard without. For the stagnant water resists the waves which roll in, and causes them to break; and the waves boil and foam like a pot on fire entering the calm, breaking in all directions, so as to shake a vessel extremely, and put her in the greatest danger. The best way to manage ships in that case, is to haul up the courses, and particularly attend to the braces to catch every breath of wind, so as to push them as soon as possible into dead water.

CANAT Island, on the N. coast of the gulf of St. Lawrence, is about 40 miles long from N. E. by N. to S. W. by S. parallel with the coast, but very narrow. It has several small islands at each end of it near the coast, and within it on the N. W. opposite the mouth of Augustina River. A chain of small islands continues to the S. and W. near the coast, as far as near 57 deg. W. and about 30 deg. 35 min. N.

Cape CANAVERAL, on the E. coast of E. Florida, towards the S. point of N. America, is a little to the N. of W. at the N. end of the gulf of Florida, from the reefs of the Bahama banks. It is in lat. about 28 deg. 20 min. N. and long. 80 deg. 51 min. W. Off this

cape is a shoal; for which reason give it a good birth. The variation here is but little.

La CANCEL River, in France, which rises in Artois, is navigable at Montreuil, and falls into the sea below Staples or Estaples, to the S. of Boulogne in the English Channel. See CANCHE and CANEHE.

CANCALE or CONCALE Bay, on the coast of France, is formed to the N. E. from Granville, and to the S. W. from Concale, distant 4 leagues by sea, which is the breadth of the entrance of the bay. It forms a half circle of 10 leagues, in which 100 ships of war and 1000 transports may ride, and has excellent anchorage on a slimy bottom. There are only 3 rocks in it, which are known, and it has no breakers or irruptions of the sea. The cove has an easy flat shore; but the point is defended by three batteries and the fortified island of Rimen. Ships pass within reach of them, to go to Concale, but experienced pilots can take a half circle, and avoid it; and if they get within the bay, can anchor out of the reach of those batteries. The N. point also is fortified, and it has shoal water off it.

The bay has various depths of water from 13 fathoms to 4, and so to one, and at low water it dries so far, that no water is seen from the strand. To the eastward of the town of Cancale are 3 rocks, under which is anchorage in 10 fathoms; and to go to the town, sail between these rocks and the point in 8 or 9 fathoms, but there is less water before the town. Under the two rocks N. of the town is also anchorage in 5 or 6 fathoms. High water at spring tides is about 7 o'clock, or a little later. The town of Cancale is 6 leagues E. from St. Maloes, in lat. 48 deg. 41 min. N. and long. 1 deg. 30 min. W.

The bay of Auranches or Auvanches is within this bay, in the S. E. angle, off which lies Mont St. Michael; both of them are noticed under their proper heads.

CANCALE Point, or Groin of Cancale, is to the W. of N. from Cancale town and the islands of Rimen and Cotelier, off which at N. E. by E. are the dangerous rocks called the Filles or de Landes, distant about 2 miles, within which is another great rock above water, called Grand Pierre about half a league off, and many more within that.

From

From this point to Rochfret Point is nearly W. with the Island La Foy off between them, and many windmills on the coast. Mingar Point is to the W. of that.

CANCHAGUA River, on the W. coast of New Mexico, in the bay of Fonseca. See AMAPALLA.

CANCHE River, or CANCAE, is a small river of France on the English Channel, only fit for small vessels. There are two channels up it to Estaples, and a pilot is necessary. From the mouth of the river to the distance of 3 or 4 leagues into the sea, is shoal water, only from 5 to 10 fathoms, which is a direction for this part of the coast.

CANDIA Island, or the ancient Crete, in the Mediterranean Sea is S. E. from the Morea, and S. and S. W. from the Archipelago Islands. It is near 200 miles long, and about 40 or 50 broad, but variable; and lies between lat. 35 and 36 deg. N. and between long. 22 and 27 deg. E. It contains many rivulets, but has no considerable rivers. Cape St. John Baptista, its most westerly point, is about 140 leagues E. by S. from Cape Passaro in Sicily; and from the E. point of the island to the W. point of Cyprus Island, is 91 leagues E. half S. Ships from one to the other must keep that course exactly. See ALBANIA.

CANDILLAO, at the N. E. point of one of the rivers on the coast of Paraguay in South America, of the name of Rio Grande. It is to the N. of the island of St. Catharine, which lies in lat. 27 deg. 35 min. S. There is not much business here for shipping.

Cape CANDINOSE, on the coast of Lapland, is in lat. 68 deg. 45 min. N. and long. 43 deg. 10 min. E.

CANDLEMAS Islands, are two in number, situated in what is usually called Sandwich Land, in lat. 57 deg. 11 min. S. and long. 27 deg. 13 min. W.

CANEA Haven, in the S. E. part of a bay or bight, within St. Theodore's Island, on the N. coast of Candia. These are between Cape Spado to the N. W. and Cape Meleche at N. N. E. The Island Urula, on which are two castles, is about a league W. by S. from Canea; there are also several rocks under water to the W. of the town of Canea, which are very dangerous, and must be carefully avoided. The haven will not receive great ships, but those of small

draught of water under 100 tons, may go in readily, passing pretty near the two islands on the starboard, as a sand lies off from the E. point on the larboard. The ground, however, is not very clean. Its lat. is 35 deg. 20 min. N. and long. 24 deg. 15 min. E.

CANEHE River, on the coast of France, the same as Cancae, or Canche. There is also a place called Cahna, on the coast of Albania, N. E. from Cape d'Otranto, or S. E. point of Italy, on the Continent within some islands, the outermost of which is called Souafeno, which islands form a shelter to a bay within them, on the S. W. of Cahna.

CANET, on the E. coast of Spain, in the Mediterranean, is to the N. of Perpignan, or River Tet, and on the S. side of a river which there also falls eastward into the sea, about 7 leagues from the former.

CANETTE or CANETTO, on the coast of Peru in South America, is S. S. E. from Callao, in lat. 13 deg. 20 min. S. and 4 leagues N. W. from Chinca; from whence also it is 14 leagues N. W. to Chilca, the island of Asia being about mid-way between them, near the shore. It is all bold from Canette to Chilca, and the land next the sea is low and pleasant; but the Cordilleras or Andes Mountains shew behind. See ASIA and CHILCA.

CANG Gulf, is a sea of Asia, near the E. end of the long wall between China and Tartary. It is more usually known by the name of the Yellow Sea, through which vessels must pass to go to Pekin, and has the Korea for its eastern boundary; extending from lat. 34 to 40 deg. N.

CANGALLAN or Gallan Cape, on the coast of Peru, is N. N. W. from the island of Lobos. Off this cape it is very blustering and stormy. The island of Carette is 3 leagues to the N. W. of it; and on the S. of the cape is a very good harbour, much frequented by the coasting ships from Panama and Lima. To come into it from the sea, or N. westward, furl all sails before coming to the narrow passage just at the entrance; and after passing the narrow, with the fore-sail very low set, the opening is sufficiently wide, when ships may run boldly in and anchor at discretion. There are always hard gales and gusts in the passage, but the weather sensibly abates when it opens, the narrow of the mountains

tains, apparently drawing the winds like a torrent from the higher ground beyond them. Every day at stated hours there is a calm after the breeze, when ships ride easy; but the flaws and gusts are sometimes so strong even in the harbour, as to force ships quite out, and oblige them to run to Paraca Bay for shelter, from whence they return to take in their loading here after the weather becomes settled. It is all deep water in the harbour, and the point itself is an island, the land exceeding high, broken, and uneven; on the N. side it is all foul and rocky. The Spaniards call it Sangallan, meaning St. Gallan; but English seamen corrupt it into Cangallan.

CANIBAL'S Cove, in Queen Charlotte's Sound, between the two islands of New Zealand, in the S. Pacific Ocean, is on the W. side of it, and about 5 leagues to S. by W. from Point Jackson. From the N. end of Motuara Island, the entrance into it is nearly W. There is also a kind of cove, to the N. W. from it, within the ledges of rocks, to which no name has been given, having from 17 to 7 fathoms water; and off the S. point of Canibal's Cove, which also is the N. point of Ship Cove, there is 13 fathoms on the N. and 11 on the S. It is in lat. 41 deg. 6 min. S. and long. 175 deg. 8 min. E.

CANISOS Port, is at the most southerly part of the island of St. Jago, the largest and almost the farthest S. of the Cape de Verd Islands. Fortelosa Point is to the eastward of it; but that and the point to the W. of it are both very rocky and foul. Port Reybeiera is to the N. of E. from it; and Port Praya to the E. of that.

CANNANO Haven, to the N. of Cape Rosa, and W. S. W. from Cape Garapo, near Antibes, on the coast of France in the Mediterranean, is a secure place for ships. To go into it keep under the shore E. by S. till in sight of two small islands before the entrance of the harbour. Anchor under the Castle Island, which is one of them in 18 fathoms. There is a bank about a gun-shot from the castle to seaward; in going in is 30 fathoms, and being in, lie with one anchor in 8 to 9 fathoms, and a headfast on shore. The S. E. wind blows right in; but it is safe from all other winds. A pilot will come off, on firing a gun.

CANNANORE. See CANANORE.

CANNARY Island, is one of the two small islands at S. or S. by W. from Bombay on the coast of Malabar in India, about 4 leagues. They are in lat. 18 deg. 51 min. N. and on the outermost is a small fort. They are a league asunder, due E. and W. but the ground is all rocky and foul between them. If unacquainted, keep without them both, in sailing along the coast, in 8 to 12 fathoms. It is 6 or 8 leagues S. S. E. from hence to Choul.

CANNAS, on the N. or larboard side of the entrance into Vigo, eastward from the islands of Bayonne. The haven lies about N. N. E. from the point of Vigo, which is also the N. E. point of Bayonne Bay. On that coast the ground is pretty clear, and there is 10 to 12 fathoms any where. See BAYONNE.

CANNAY, one of the Hebrides to the W. of Scotland, lying S. W. from the island of Sky. It is remarkable for its basaltic columns, forming a kind of causeway.

CANNEYS or BONEYS, a ledge of rocks, which appear above water at half tide, half a mile from Predmont Point, the W. side of St. Blazey's Bay on the S. coast of Cornwall. There is a passage between them, but it has only 7 feet water, and therefore is only fit for small vessels. See BLAZEY.

CANO Island, in lat. 8 deg. 40 min. N. is N. N. W. of Cape Baruco, or Burica, on the S. W. coast of Mexico, in the Pacific Ocean, and S. E. from the Gulf of Salinas. The coast is E. from hence, forming a bay or sound within the islands of Quicaro and Quibo, and several small ones, of which Hyguera point is the S. E. extremity. It is 7 leagues from Golfo Dulce, or Freshwater Bay; 9 leagues to N. W. to the River Estrella, or Star River; and 16 leagues thwart the bay, and not in the bight, to Cape Herradura, or Horse Shoe Point, about W. N. W. and 20 leagues farther N. W. to Cape Blanco.

CANOA or CANOO Point is S. W. from the Arenas Islands, on the N. coast of South America; but the course is, W. S. W. on account of rocks and shoals, of which some are 2 leagues from shore. A large offing is therefore necessary, especially in going round the point from the eastward, or from Carthagena. It is so called, because it makes at sea like two canoes joined together, and is in lat. 11 deg. 25 min. N.

N. The noted shoals called De Nigerillo lie off it; and the shore falls away on the W. into a great open bay, of which the W. point is called *Little Canoa*.

CANOE Bay, on the N. E. side of the island of St. Christopher's, almost in the narrowest part of the island, where it does not exceed half a mile, nearly opposite to Bennet's Bay on the S. W. side. It is situate between Pym's Bay on the S. E. and Turtle Bay on the N. W. Here is 12 fathoms within a quarter of a league from the shore; but all this part of the coast is lined with rocks.

CANORIN. See SALSETTE.

CANOT Cape, is on the E. side of the island of St. Lucia in the W. Indies, towards the N. end of the island. On its S. side is a bay of the same name.

CANSADO Cape is 3 leagues N. N. E. from Cape Blanco on the coast of Africa, turning into the Gulf of St. Anne, in about 20 deg. 20 min. of N. lat. See Cape BLANCO, and St. ANNE.

CANSO Cape is the S. point of Port Canfo, to the S. W. of which at 3 leagues is White Point, having an island off it that shelters Bar Haven. It is in lat. 45 deg. 16 min. N. and long. 60 deg. 55 min. W. and has high water at spring tides at half past 8. The variation near this cape is 16 deg. 15 min. W.

CANSO Island, on the coast of Nova Scotia, in North America, has a very good harbour of the depth of 3 leagues, in which are several islands. It forms two bays of safe anchorage. It is in lat. 45 deg. 18 min. N. and long. 60 deg. 50 min. W.

CANSO Port, of which the S. point is named Cape Canfo, and off the N. point, and along the coast to the N. of that for 7 or 8 leagues are many islands. It is on the strait of Canfo in lat. 45 deg. 20 min. N. and long. 60 deg. 55 min. W.

CANSO Strait or Gut, is about 6 leagues long and 1 broad; but the navigation is very good. It separates the island of Cape Breton from the continent, leading into the great bay or gulf of St. Lawrence. The harbour of Tatamagouche is on its S. W. side.

CANT Edge, the name of a sand bank which runs all along the N. side of Shepey Island on the Kent shore of the Thames, and round the E. end. In sailing from the Nore to the Black Tail Beacon about 3 leagues, which is nearly

N. and on the opposite shore, from the E. end of Shepey Island, come no nearer to Shoebury Sand on the N. than 7 fathoms, nor to the Cant Edge on the S. than 6 or 7. In standing over from the Cant Edge, after having shoaled on the warp, as soon as the ship shoals again, about ship.

CANTIN Cape, on the coast of Africa, is in lat. 32 deg. 42 min. N. and long. 9 deg. 5 min. W. being a high land of Barbary, 120 leagues to the E. of the Madeira Islands. It is an even plain point; and from the northward shews flat towards the W. and out to sea. On it is a fire tower, but so small that it can sometimes scarcely be seen. From Cape Blanco it is 9 leagues W. S. W. westerly. On that coast the wind more commonly blows northerly, which renders it advisable to fall in with the coast E. of the cape. It is high water on this coast a little before or after 10. It is due S. from Cape St. Vincent on the coast of Portugal 90 leagues; and S. W. southerly 85 leagues from Cape Spartell.

CANTON, a large, populous, and rich city of China, with a secure and commodious harbour. It is 50 miles from the Indian Ocean, and 1000 S. from its capital, Pekin; being in lat. 23 deg. 8 min. N. and long. 113 deg. 2 min. E.

CANTON Island, is 3 leagues or more from the coast of Chinan or Quinam, without Cape Bethang, to the N. E. from Buckhorn's Bay. It appears low, like a flat chest or coffin at N. N. W. distant 10 or 11 leagues; but at S. E. and 7 or 8 leagues distance it makes in two hills like two islands. There is a channel between the cape and the island. See BETHANG.

CANTORE. See GAMBIA River.

CANTY Bay, sometimes called New Bay, is on the coast of Java in the East Indies, and is formed by an Island of the same name. It has anchorage in 14 fathoms, and a fine sand; when Prince's Island bears N. 13 deg. W. the W. point of the island itself S. 82 deg. W. and the E. point of Java in sight at N. E. about a mile and a quarter from the Java shore, and a mile and a half from the watering place. It is the best place for wooding and watering in these seas, the water being excellent, and may be filled expeditiously in the boats within a small reef of rocks which is no ways dangerous to ships. If a ship should be driven from her anchors, she may run with the greatest

greatest ease between this island and Java, and there be perfectly secure in a land-locked harbour. The variation here is something less than a degree W.

CANTYRE, is a peninsula of Argyle-shire in Scotland, about 50 miles in length from N. to S. and from 5 to 8 in breadth. At the S. it terminates in a great promontory, and is surrounded by dangerous rocks called the Mull of Cantyre. The isthmus, which joins it to the mountainous country is scarce a mile across, over which boats and small vessels have been usually drawn to avoid the dangerous navigation round the headland, and the shoals and currents which are there found. Hence it probably obtained the name of Tarbat, which in the country language, denotes "a carrying place." A canal might easily be cut through the land, by which all these evils would be prevented. From the cape to the Mull of Galloway, the S. W. point of Scotland, and so on S. S. E. to the Isle of Man, the flood tides setting from the N. meet those which come from the S. nearly in a line E. and W. with the S. end of the Isle of Man.

CANVEY Island in Essex, is about 5 miles in length from Hole Haven to Leigh, which is a small port town within the mouth of the River Thames. On the low coast, it is frequently overflowed. It is there but 2 miles over.

CANVO River, on the E. coast of S. America, is a small narrow river a little to the westward of Capperwacco, having on its easternmost side a bank of sand. To sail into it, keep along the W. shore, where there is 2 fathoms in the entrance, but 5 to 6 fathoms farther up. On the W. shore of the river is a town called Cottowani; but ships very seldom use the port. The ground along the coast from N. cape to Wia River is soft, muddy, and oozy, but is free from rocks and has good soundings.

CAORLO, is a town of Triuli, on an island in a lagoon or laguna of the gulf of Venice, about 7 leagues S. W. from Aquileia. It is in lat. 46 deg. 5 min. N. and long. 13 deg. 2 min. E.

Cape CAOSIR, on the coast of Arabia, in the Arabian Sea, is in lat. 25 deg. 20 min. N. and long. 34 deg. E.

Le CAP, is the common appellation of the French for **Cape FRANÇOIS**, on the N. coast of the island of St. Domingo in the West Indies, which see.

CAPAS Islands, are some small islands near the E. coast of Malacca, in the East Indies, in about 5 deg. of N. lat. and 103 deg. and a half of E. long.

CAPE Bay, on the E. coast of Newfoundland, is one of the small coves between the Bay of Bulls and the harbour of St. John's, which are but 6 leagues distant.

CAPE Inch, or island, is a great and very dangerous rock at N. E. half N. from Fifeneis, which is mostly under water, except at the last quarter ebb. It bears E. half S. 4 leagues from the mouth of the River Tay, and 3 leagues and a half S. E. from the Red Head, and 6 leagues to N. N. E. from the light-house on the island of May. To bring the island of Bas in one with the May is directly on the edge of the rock; but the Bas brought on the E. part of the May will clear it. Except on the S. W. side, where is only 4 or 5 fathoms at a mile from it, there is elsewhere 18 to 22 fathoms at that distance; so that it is generally bold, being about a mile long, and but a cable's length broad. The flood sets over it to the S. W. and the ebb to N. E. and the sea breaks upon it violently with a S. E. or N. E. wind. The greatest danger is, when the water is smooth, and near high water.

CAPE of Good Hope, is the most southerly point of the continent of Africa, and very rocky, to the S. of the town so called; being in lat. 34 deg. 29 S. and long. 18 deg. 23 min. E. False Bay, which lies on its E. side to the northward, is a noted place of anchorage for East India ships, and others passing to or from the E. See **FALSE** Bay.

CAPE Town, to the N. of the Cape of Good Hope, is situated on the S. side of Table Bay, in lat. 33 deg. 56 min. S. and long. 18 deg. 23 min. E. From James Fort in the island of St. Helena to the Cape Town, the difference of longitude is exactly 24 deg. 12 min. one quarter E. The Table Mountain is seen at a vast distance at sea, and is a proper land-mark for ships, being a remarkable piece of high land behind or to the S. W. of the town, near the shore. An approaching tempest is known here by the gathering of thick clouds on the top of the Table Mountain, which is deemed an infallible sign; and sudden gusts of wind often rush out so strong from the caverns and hollow places of the

the adjoining mountains, as to overturn every thing which opposes them. See TABLE Bay.

CAPER Island, is a small island on the N. E. of the road of Guam, the most southerly of the Ladrone Islands, which serves to break off the wind from ships which anchor in that road, as certain shoals do from the S. E. It is so called, because it is overgrown with Capers. See GUAM.

CAPERON Point, on the coast of France, in the English Channel, to the southward from Cape Barfleur, on the E. side of it. This shore must have a good birth, of a league at least, as it is foul and rocky, particularly off this and Draagnet Points; which offing will clear all the rocks, except a sunken rock that is five miles from shore.

CAPERVEADER'S or CAPEVEADER'S Road, within the Texel Island, is N. E. somewhat easterly from the point of the Helder. To go into it from the sea, either by the buoys in the Spaniard's Gat or Channel, to S. S. W. then S. and then S. S. E. till the N. E. end of the Helder bears nearly E. or by the New Sink or Land Deep Channels, into the same bearing; run along that point of the Helder till all the S. E. side of the Texel Island be open, and then run N. E. for the road, keeping the buoys on the starboard, and anchor any where about a mile from shore, in 9, 8, 7, or 6 fathoms, as it gradually shoals along the coast. It is high water here about half past seven o'clock. See HELDER.

CAPES Island, or CAPAS. See CAPAS.

CAPHAR Saba, or Antipater, to the S. S. E. from Cæsarea, on the coast of Palestine. See ANTIPATER.

CAPLIN Bay, on the E. coast of Newfoundland, is between Ferryland Head and Broyle Head. See Cape BROYLE. It is a very good road, and runs in W. N. N. W. for two leagues at least beyond the islands, having safe riding for the largest ships, and being frequently a rendezvous in times of war for the Newfoundland fleets. Sail in between Buoy Island and Goose Island; but there is no passage between Stone Island and Cape Broyle.

CAPO FIRO, is a barren rock, in the country of Genoa, on the Mediterranean, bearing a castle on its eastern point; and near it is a harbour of the same name, about four leagues and a half E. by S. from Genoa.

CAPPERWACCO. See APPERWACK and CANVO.

CAPRA Island, in the Archipelago. See CALIMNO.

CAPRAA Island, is in the sea of Tuscany in the Mediterranean, 10 leagues S. W. from Leghorn, sometimes called Cabrera. It is in lat. 43 deg. 15 min. N. and long. 11 deg. 5 min. E. See CABRERA.

CAPRALA, is an island of the Tuscan Sea, N. E. from Corsica, on which it is dependent. It is populous, and has a strong castle, and is about five leagues in circumference; situated in lat. 43 deg. 5 min. N. and long. 10 deg. 12 min. E.

CAPRAUX Rocks, a ledge of rocks on the coast of France, which begins about two miles W. from the N. end of the Milena Island, and stretches out half a league S. W. Within this ledge lies the rocky shoal of the Irondille, and between the Milena and Capraux is eight fathoms, but between the Irondille and Capraux is 14 fathoms.

CAPREA or CAPRI Island, an island and city at the entrance of the gulf of Naples, already noticed under the name of Cabrita. It is in lat. 40 deg. 10 min. N. and long. 14 deg. 8 min. E. The ancients also called it by the names of Capraja, Caprania, and Caprina. See CABRITA.

Cape CAPRICORN, on the E. coast of New Holland, is directly under the tropic so called, and in long. 151 deg. 2 min. E. There is 14 fathoms off it at a mile distance. It is considerably high, and looks white and barren, having some islands to the N. W. and some small rocks a league to the S. E. From hence the land runs off to W. by N. half N. which, except the points that are high and rocky, is low and sandy next the sea. The tide rises 7 feet nearly, and here sets to the westward and the ebb to the eastward; being high water on this coast at spring tides about 8 o'clock.

CAPUCHINES Point, is the S. W. point of the entrance into the gullet or channel of Brest, without another point of the same channel, and on the same coast, called Cornouaille.

CAPUL Island, is one of the small islands of the Philippines, about 3 leagues in compass, not far from the Manilla.

Cape CARABEA, or CARABES, on the N. coast of Africa in the Mediterranean, is in lat. 31 deg. 21 min. N. and long. 28 deg. 23 min. E.

CARACAS

CARACAS, or **CARACCAS**, on the N. coast of South America, is the eastern limit of the gulf of Venezuela, and about 12 leagues W. by N. from Cape Caldero. The fort is on the sea shore, a little E. from Cape Blanco, where there is a bay, having good anchorage from 19 to 20 fathoms, and so situated (which is extraordinary on this coast) as to keep off the swell of the sea, that is here so great, and runs so very high on a northerly or N. easterly wind, as to endanger the foundering of a good ship at anchor. The cape, with a spit of sand which runs off from the N. W. point of the bay, breaks off the force of the sea; and the land on this coast is high enough to be seen 30 leagues off at sea. The small river Maya, which supplies fresh water, is due W. from this road or bay, and behind the cape; but beware of the Indians, who shoot poisoned arrows, and are very treacherous. There are vast quantities of cocoa-nut trees here. It is in lat. 9 deg. 32 min. N. and long. 64 deg. 48 min. W. and sometimes called **St. JOHN DE LEON**.

CARACK or **CARRACK** Island, is about 5 miles long and 2 broad, and nearly in the mid channel between the shores of Persia and Arabia, in the Persian Gulf. It is about 30 leagues from the mouth of Bussorah River, and ships take pilots here for that river.

CARACOLUS Cove or Bay, is in the mid-way between Cape Garachina and Port Pinas, which are 7 leagues asunder, the coast lying generally at N. N. W. from the latter, but has some openings. It is on the coast of Panama, or the W. coast of New Mexico, and has a small island before it, of no importance. See **GARACHINA**.

CARADIVA Island, is situated at the N. W. point of the island of Ceylon, in the East Indies, and is separated from Ourature Island by a river.

CARALMAPO Port, is at the N. part of the great bay of Ancon or Chiloe, on the S. W. coast of South America. The Spanish ships put in to land the supplies for the garrisons on this coast. To go safe into this harbour, lie close aboard the shore on one side or the other; otherwise the current, which sets between the Island Chiloe and the main, and is very strong in mid channel, will push a ship out, even against a stiff gale of wind. It is at the bottom of a small bay, in lat. 42 deg. 30 min. S. has deep water,

and anchorage close to the shore. To the nearest land of Chiloe this port is two leagues.

CARAMANIA, on the N. coast of the Levant, in the Mediterranean, a country or coast now known by the name of Cilicia. It is N. W. from Syria in Asia. See **CILICIA**.

CARAN, on the W. coast of Africa, to the W. of Primeira about 22 leagues, having Jabum between them. The town, which stands on the river so called, is large, and encompassed with double palisadoes, having centinels constantly on guard at each gate. The water flows much sooner than it ebbs, and rises about six feet at high water. The ground is muddy above, and sandy below. About a league W. from Lagoa is a mark for knowing the coast. See **LAGOA**.

CARAPOUCHA, as our English seamen call it, or Tarapaca, is N. from the island Pavilion, and a head-land, distant five leagues N. from Pica, on the coast of Peru, in lat. 20 deg. 15 min. S. It is 25 leagues from Arica, at S. S. E. This cape is very high, having Iquique Island under the pitch of it. The place goes in like two harbours, over which the land is flat without and hilly within, and makes at sea from every direction like a Spaniard's hat. There is a small island under shore; and it is a bold coast, having anchorage within the island in 7 fathoms, well secured from northerly or southerly winds.

CARAQUET Island, is the S. eastern point of a bay, on the S. side of the great bay of Chaleurs, on the W. coast of the gulf of St. Lawrence. It is S. S. E. from Port David, within that bay. See **PERCHIDIACHICH**.

CARARA River, on the coast of Brazil, is one of the rivers between the rivers Cayta and Tury, which are 40 leagues asunder to the E. S. E. Here is no commerce, though some of them have good bays and roads for ships.

CARASU MESTRO, or **NESSUS**, is a river of Romania in Turkey, which falls into the **Ægean** Sea.

CARAVA, known also by the names of Grava and Maricarvo, is an island about 8 leagues N. E. from Cape Angelo, at the S. E. point of the Morea, at the opening of the Archipelago. It is no better than a black rough rock, about the size of the hulls of two or three ships. It is only mentioned in order to be avoided. The

The fairway of the track is to leave it on the larboard side, and go to Falconera E. by S. six leagues from it.

CARAVELLAS, on the W. coast of Africa, near Cape Roxo. On the E. side of the land from Cape Roxo is a tree, very high, called Arbor de Casticuis, which bring at N. E. in 3 fathoms and a half, and run in towards it till the N. bank is discovered. Run along within gun shot of the bank, and, after passing it, go on easterly a good way if the water be falling, or E. by S. if it is flowing, which will bring a ship to a sight of the S. bank. Run along the S. bank in 5 and a half to 6 fathoms, and then go round a tail which comes from it; having passed it, run over the bank in 5 fathoms and a half. When Pereira Forest is at N. the W. point of Praya de Vacas at N. W. and the E. point at E. N. E. then there is two fathoms at the deepest over the S. bank. A deepening even of half a fathm shews a ship to be over. Then go S. E. in 8 fathoms to the islands Los Illgetos, and all the way from 12 to 6 fathoms in muddy ground. Then go about N. till the Arbor de Casticuis is right at N. which keep so till past the bank. In this course the river Aucras and the point of the last-named land will be E. S. E. and, after passing the bank, Praya de Vacas is N. E. right a-head, till past the Corra Ruyva, when Dos Vacas shifts in entering the strait. See ILLGETOS; and for the N. bank, see COIMBRA.

CARAVELLE Island and Point, at the N. E. part of the island of Martinique, forming the eastern limit of Trinity Bay, near the N. end of the island.

CARAUT Island, the same as CARAVA, which see.

CARAWAWANG Point, the E. point of Batavia Bay. See BATAVIA.

CARAZOWINY River, on the E. coast of South America, is between the river Caurora to E. S. E. and Uracho to W. N. W. It is large and navigable; but very few ships come here, except a few Dutch vessels to load dyers' wood, of a species between Logwood and Brazil.

Monte CARBALA, is a rock or small island, between the river Roxo and Port Verde or Port Nova, 5 leagues N. from Bayonne Islands, and to the southward of Cape Finisterre, towards the E. in the direction of the coast. Within the island is a channel of 3 fathoms, keeping off the shore of the main, which is all the way foul and rocky. See BLYDNES.

Cape CARBON, on the N. coast of Africa, in the Mediterranean, is directly N. from Bougie, to which ships go on the E. side of the Cape. See BOGIA or BOUGIE.

Porto CARBON, in the gulf of Venice, is one of the many good roads among the islands on the coasts of that sea.

Cape CARBONNAIRE, or CARBONÉRA, is the S. E. point of Cagliari or Cailleri Gulf, on the main land of the island, within Cortelazo Island. See CAGLIARI, and CORTELAZO.

CARCHI Island, is the outermost of two islands to the W. of the island of Rhodes in the Archipelago, having between them several smaller ones. Piscopia is to the N. W. of it, and Scarpante to the S. W.

CARDAMUM Island, in the passage from Malacca to the straits of Singapore, or S. E. end of Malacca Straits. When the hill or mount on Formosa, the cape of which is about 10 leagues S. E. from Malacca Port, bears N. E. by N. in 16 fathoms, Pefang Island will bear E. by S. half S. and this island of Cardamum S. S. E. half S. making two heads like small mountains; the trees will then be seen on the Sumatra shore. In passing the island of Pefang, in from 7 to 10 fathoms, this island will bear S. E. by S. or S. E. half S. 9 or 10 leagues from Pefang. The tides flow here variously to the N. W. of this island, at S. E. by E. and ebb the contrary; but when this island bears S. W. the flood begins to run E. N. E. and N. E. which brings ships through the narrow straits and the Tree Islands. The tide parts in the sound, and the flood sets several ways. Come to an anchor in the night, if there is not a leading gale through, on account of these variable tides. Go on in the same course of S. S. E. when the Two Brothers Islands, about four leagues from Cardamum, will be seen just rising out of the water, and must in that state be brought to bear at W. two-thirds S. and the point of Cardamum Island W. by S. quarter S. when the entrance of the great strait of Singapore, known by some trees on a sandy island on its S. side, will be in view. A better course is said to be, to bring the N. end of Cardamum Island at W. and the Tree Islands bearing E. 7 leagues from each other, in from 16 to 11 fathoms. Run fair past the Bompes or Tree Islands, till the N. trees bear W. by S. then will Passage Island bear E. by N. and a small
red

red island with two clumps of trees on it S. W. 3-4ths S. All these must be left to larboard, giving Passage Island a small birth of about two furlongs, as all the danger is visible. When Passage Island is brought at N. N. E. the straits of Singapore will then be open, and the utmost point of Malacca being past, the Chinese Ocean will appear. See BINTAN Island.

CARDIFF, a town of Glamorganshire in South Wales, is situated near the mouth of the river Taaf or Tawe; whither small vessels bring up the lading of the ships from the haven below, which is very commodious. It is about 3 leagues to the N. of the Flat Holm, and has before it a good road, where ships lie land-lock'd almost for all winds. To the E. and N. of it are many banks and sands, which are dry at low water, and secure vessels from the N. E. to the S. E. Come from the W. into the road, between the Flat Holm and the point of Cardiff, which is S. from the haven; steer up to the northward, after coming round the point, along by the shore into the road. There are two small islands a little westward of the point, of which the nearest or easternmost is called Scilly, and the other Barry. Vessels of moderate depth may sail over all the sands at high water, through the road; for they are covered at half flood. Nash Point, the W. point of Cardiff Bay, is five leagues W. from the point. It is high water here at spring tides a little after six o'clock; and the town is situated in lat. 51 deg. 30 min. N. and long. 3 deg. 12 min. W.

CARDIGAN Bay and Island, of which the former extends due N. and S. 12 leagues, from Cardigan Point or Island on the S. to Bardsey Island on the N. The bay forms a great gulf, in which are many tide havens, and ports for small vessels. The S. point or island is seven leagues and a half from the Bishop and Clerks rocks, to the S. W. the shore being all the way bold. Off Cardigan Island there is 10 fathoms water. The town of its name is near the mouth of the Tyvy. Though it has good shelter from E. winds, having from 7 to 25 fathoms water, there is no harbour in the whole bay for large ships; and a sudden shift of wind to the W. and a hard gale, if ships anchor in the bottom of the bay, will prevent their weathering either of the capes to the N. or S.

CARDINALS Hats, or St. George's Island, in the Archipelago, is towards

Cape Colonne and the gulf of Athens, or the Eubœan Sea, and S. W. by S. from the island Macronisi. It is high and steep, and easy to be known by the tops of the hills, which our seamen have distinguished by this name. In the fairway from Cape St. Angelo to Zea, ships pass close under it; but it has no road or harbour, and scarce any bottom can be found round it.

CARDINALS Islands, on the N. E. coast of Labrador, is in lat. N. about 58 deg. 55 min. and to the S. E. from Black Point.

CARDINALS Rocks, off the W. coast of France, are about half a league S. E. from the island Hedic or Heudic. They lie nearly E. N. E. from the S. E. point of the island of Belleisle. All the way from hence, parallel to that island, are ledges of rocks; within some of these is anchorage, which will be pointed out. That gallant Admiral, Lord Hawke, after the defeat of the French fleet in Nov. 1759, anchored within them in 15 fathoms water, having these rocks at W. half S. the steeples of Croize at S. E. and the island of Dunnet at E. by N. between two and three miles. But it is not a very good road. The island La Four is S. E. from the Cardinals, with a passage between them.

CARDOUNES, or Cordounes Bank, is part of a sand over against Cardounes, on the W. side of the river of Bourdeaux in France, extending for six leagues all along from Surin Bank to the island de Patria up the river, according to the course of the water, but nearer to the S. than the N. side of the river.

CARDRONAC Bay, on the coast of Cumberland, is very dangerous, being full of shifting quicksands. Though the land from Bownes to How Point, a mile W. of it, is high land, it then becomes low, winding by Scargevil Head to this bay. There has been an old castle at Skinbury Naze Cote, probably to guard the bay, to which a deep creek flows up, making it navigable. On the S. side of the bay is Holm Abbey.

CARENAGE Bay, on the middle of the W. side of St. Lucia Island, in the West Indies. It is a deep bay, going in to the E. nearly half across the island, between the Grand Cul de Sac on the S. and Choque Bay on the N.

CARENTAN or CHARENTAN, is a small town of Normandy in France, at the mouth of a river of the same name, in a bay of the English Channel. It is near

near six leagues N. from Contances, in lat. 49 deg. 20 min. S. and long. 1 deg. 16 min. W.

CARERA, is one of the small trading places between Calcutta on the coast of Coromandel and Montipoli or Great Poli, 31 leagues to the N. and N. E. by N. from it. The offing in part of this course must be from 6 to 8 miles. See PENNY and GOEDEGAN.

CARESEN or CASSEN, is a sea-port town of Arabia Felix in Asia, situate on the Indian Ocean, 100 leagues N. E. from Aden, being in lat. 16 deg. 5 min. N. and long. 52 deg. 7 min. E.

Cape CARESFORT or CARYSFORT, is the N. E. point of the easternmost of the two large islands of Falkland, in the S. Pacific Ocean.

CARET Bay, in the Gulf of Darien, is but small, and has two islands before it, the lands of which are pretty high and covered with trees. There are no rocks about it, and it affords very safe anchorage; but the ground near the shore is broken and swampy. From this bay to the promontory near the Golden Island is sufficiently fertile, though part of it is sandy, and the rest swampy; but in attempting to go ashore, a man must venture in mud to the middle. These islands make an indifferent good harbour, and it has clear anchoring ground without any rocks; in which bay are also two or three rivulets of fresh water.

CARETAS MORRO or Hill, is at E. by S. before a ship, as she goes into a large bay; which bay is situated in the midway between Guanape and Guanchaco, and the hill in the middle of the bay on the main. The coast within the bay is bold, and the water deep, with a clean bottom, so that ships may stand in as near as they please with the lead. The land to the sea side is low and flat; but there goes a very rude sea, which prevents ships from anchoring here, except in cases of necessity. It is about lat. 8 deg. 20 min. S. on the coast of Peru.

CARETTE or CARRETTA, is a small low island, of a circular form, having a good coast, but no harbour; about a quarter of a league off from the main. It is on the coast of Peru, in the S. Pacific Ocean, and 3 leagues from Cangallan Island, which bear N. W. and S. E. from each other. It is between Morro de Vejas, or old Headland, half a league only from

the Island Lobos, and the Cape or Island of Cangallan, and 2 leagues N. of the Headland. See CANGALLAN.

CAREX, an Island of Asia, in the Persian Gulf.

CAREY's Swan's Nest, is E. by N. from Cape Southampton, and a harbour at the S. E. extremity of the coast or peninsula on the E. side of the Welcome Sea. It is the starboard point of the entrance to the S. W. into Hudson's Bay from the straits so called.

CARIBACO Bay, on the coast of Venezuela, to the W. of Darien, is the easternmost of the two large bays of the N. coast, as St. Jerom's is the westernmost, in the very bottom of the gulf to the S. westward from Portobello.

CARIBBEE Islands, are those islands of the West Indies, which are usually comprehended under this name, between Anguilla on the N. and Tobago on the S. Each of them is treated under its respective head. See CARIBIANA.

CARIBBIANA, or COROBANA River. See COROBANA.

CARIBIANA, that part of the N. E. coast of Terra Firma in South America, since called Paria and New Andalusia. Its inhabitants, as well as those of the islands, called Caribbees, were so named from the idea of their being cannibals, or eaters of human flesh.

CARIDIEN or CERADIS Island, near the W. coast of the large island of Ceylon, is N. a little E. from the N. end of Carpentine Island. The S. point of it is in lat. 8 deg. 26 min. N. Near this island, and in the Gulf of Manara in general on the E. side, the sea is so clear, that the bottom may be seen in 20 fathoms; and sunken rocks are therefore discovered by the naked eye. In coming from the westward keep the lead going, as the ground is very uneven, having sometimes 15 fathoms, at the next cast no ground, and again 8 or 9 fathoms; but within 3 leagues and a half of the land the shoalings are good and gradual. There is a bay at the S. end of this island about 2 leagues from the river Calapetene.

CARIMEN Islands, of which there are 3 or 4, are all close together, and the land very high; but the southernmost is the highest of them. They lie in the channel from Malacca called Dryon Straits, where an account of the navigation is given. See DRYON. The easternmost and largest of the Carimon

Java

Java Islands is in lat. 5 deg. 56 min. S. and long. 110 deg. 15 min. E.

CARINACOU, one of the islands called Grenadilles in the West Indies, is the second in size, and about 4 leagues from Grenada. It has a fine harbour, very safe, large, and convenient as any of the West Indies; but it has no fresh water.

CARISTO, is a town of Greece, in the eastern part of the Island of Negropont, and is situated in lat. 38 deg. 4 min. and long. 24 deg. 45 min. E.

CARLESCROON, or CARELS-CROON, is only inferior to Stockholm in the whole kingdom of Sweden. The royal navy of that country is here laid up, and it contains a remarkable dock, which is hewn out of a rock, being 80 feet deep, and between 300 and 350 feet long. It is 3 leagues N. by E. and has a channel deep enough for the largest ships, but of which the entrance is extremely difficult. Though a pilot is advisable and perhaps necessary, it is our business to give the best directions in our power.

Having the N. point of land from 2 miles to 2 miles and a half on the larboard, in coming in from the W. bring the island called Jediskiard, which is near a league S. from the town, and is strongly fortified, at about E. half N. in the line of the entrance of the channel, about half a mile N. of the small island called the Half Skier, on which is a beacon or flag staff. Go in with it on the starboard, at that distance only, having the Island Arpo, with the Half Skier Sand and Rocks on the larboard, and so run on till you are the length of another long and narrow island within that of Arpo on the larboard; when a N. E. course, between that and a small island, the northernmost of a cluster of small islands, all which are to be left on the starboard, will lead up within the land, at N. half E. from that northernmost small island about 2 miles, between the islands on the W. of Carlescroom. Here is from 4 to 6 and 7 fathoms in all this channel at low water, except at the very entrance of the Half Skier Island; from which to the N. W. about three quarters of a mile is but two fathoms and a half.

Another channel comes in also from the southward, which is thus found, and has two entrances. The first, is on the S. side of a long and narrow island, lying E. and W. and on its W. end a

very small round island, betwixt 3 and 4 miles at S. E. by E. nearly from the entrance of the former channel; keeping those small islands nearly on board on the larboard side, run right in to the E. towards the southernmost fortified island, till the larger islands on the N. and N. E. are open on the inside, and within a mile or a little more of the fort. The other entrance, which here joins the former, comes in from the S. by W. nearly between two small banks of land on each hand; both of these channels having from 11 to 15 or 16 fathoms water. From hence the fairway of this channel, which gradually shoals to 7 fathoms to the S. and S. E. of Jediskiard Island and Fort, is in a line with 3 islands at N. E. from it; and from hence to the N. varying a little to the W. of N. to pass through between the islands so as to come before the town on the E. and N. E. in 4 fathoms. The town is in lat. 56 deg. 20 min. N. and long. 15 deg. 26 min. E.

It is not inconsistent with our plan to notice the vast design of rendering this port the first place in the world for building, repairing, or laying up ships of war. It was not till the year 1724, that a dock was hollowed in the solid rock, capable of receiving a first rate man of war; before which time all vessels, in careening or repairing, were obliged to be laid upon their sides in the open harbour. The original scheme extended to the forming 30 spacious docks for building and laying up the largest ships at the extremity of the harbour. A large basin, capable of containing two men of war, was designed to communicate by sluices with two smaller basins. From each of these five rows of covered docks were to extend like the radii of a circle; and each row was to be separated by walls of stone, and each dock to be provided with sluice gates, so as to be filled or emptied by means of pumps; magazines for naval stores were intended to be constructed close to the docks, the whole of which were to be inclosed by stone walls. The execution of this design was warmly patronised by the late Gustavus III. though the project was begun in 1757; and the first dock, which was completed in 1779, serves to convey a full idea of the very expensive and august plan. The bottom and sides are of hewn granite, and rows of granite pillars support the roof; and these, instead of being

ing a receptacle for ships, impresses the mind with the resemblance of a colonnade to a temple. If this undertaking does not proceed more expeditiously, a century must elapse before it can be perfected.

CARLINGFORD Bay, on the E. coast of Ireland, and nearly N. from the entrance into Dublin Harbour, is 3 leagues E. from Dundalk, and is one of the best harbours in Ireland. It has a depth of 15 fathoms, and is 2 miles broad in the narrowest place, and is therefore fit for the largest ships; it is likewise so encompassed by high land and mountains as to be defended from all winds. The mouth of the harbour is two miles and a half wide; but it has a bar on which is only 9 or 10 feet at low water, and common tides rise 10 or 12 feet at Neaps. The island called the Haul Bowling, lies at the entrance, on the W. side of which there is no passage in; but on the E. side within the bar is 7, 15, and even 20 fathoms. Come no nearer the E. point than 3 fathoms, or the island than 7. The channel is about a mile and a half over; keep in mid channel after passing the island, and steer over to the W. shore, leaving Guerne Island to the starboard, between which and the main is a fair and deep channel of 7 or 8 fathoms. Grenore Point must not have too great a birth, as a ledge of sunken rocks lies off half a mile at N. E. from it. The town of Carlingford is on the S. W. side of the bay, but that is very foul and rocky from the point; stand up therefore N. W. for 2 miles and a half, and anchor in Arlington Road in 6 or 7 fathoms. See AR-LINGTON. We have noticed already under Cantyre, that the tides from the N. sea and the Bay of Biscay meet each other right off this port, where they terminate and occasion a race. It is high water here at spring tides at 9 o'clock. Four miles E. of the bar is a ledge of rocks which has but 8 feet water over them; but there is from 8 to 12 fathoms between them and the main. Its lat. is about 54 deg. N. and long. 6 deg. 42 min. W.

CARLISLE, on the N. W. side of Cumberland, and the principal town, is situated on the conflux of the Rivers Eden, Peterell, and Canda, which soon after fall into the sea in Solway Frith. Its peculiar vicinity has occasioned its respective gates to be distinguished into

English, Scots, and Irish. We have given it a place here from its being so near the sea, though it can scarcely be called a sea port. It is in lat. 54 deg. 55 min. N. and long. 3 deg. 5 min. W. and it is high water below the city at spring tides at a quarter past 11.

CARLISLE Bay in the Island of Barbadoes, is on the S. side of Bridge Town Point, the capital of the island, and the place of anchorage for our men of war. It is capable of containing 500 ships, being a league and a half in breadth, and a league in depth; but the bottom is foul, and accidents sometimes occur by its cutting the cables, and the nearer the shore the worse the ground. The depth is from 12 to 30 fathoms, and great ships seldom ride in less than from 25 to 30 fathoms. Buoy up the cables well, and also take care to have them well served; for the ground is bad all over the bay.

CARLISLE Bay, on the S. side of the Island of Antigua, is a good bay for small ships, and a pretty clear shore. There is 5 and 6 fathoms off and just within the E. point of the bay, and farther up on the same side 3 and 2 fathoms, within the W. point. A long reef of rocks of near 4 miles, lies off it within half a league at the E. end, bearing S. W. which is frequently above water, and within it in a parallel direction to the coast is a bank with only from 2 to 6 feet upon it, extending about two miles off Morris's Bay and Cade Bay to the W. These serve to secure the road against the force of eddy currents. On the W. point of this bay is a fort to command the road.

CARLISLE'S Harbour or Lagoon, is one of the numerous ports on the N. side of Egmont's Island or New Guernsey in the S. Pacific Ocean; it is round How's or Howard's Point from the E. and has the small island of Portland over against the entrance, which is on the E. side of the island, when it lies at W. S. W. It is about 2 cables length wide, and has 8 fathoms; from the W. side a reef of rocks runs to the main. Besides the danger from the natives, ships must warp both in and out of the harbour, if they venture here. Off the coast, there is no bottom at a mile distance with 50 fathoms.

CARLOS is a town of Veragua in New Spain, 15 leagues S. W. from Santa Fe, situated on a large bay, having a number

a number of small and desert islands before its mouth, in lat. 7 deg. 40 min. N. and long. 82 deg. 10 min. W.

CARLSHAVEN, a town of Sweden within the sound of Hanno, to which there is not water sufficient for large ships. See **HANNO** Island.

CARLUTAS River, on the coast of Brazil, is near 5 miles within the entrance of the Rio Grande, on the N. side of that river, the shore being all the way foul and full of rocks. See *Rio GRANDE*.

CARMARTHEN. See **CAERMARTHEN**.

Cape CARMEL, is on the coast of the Levant, now called St. Margaret de Amene, but by our rude seamen St. Pegs, and by the Italians Cape Mella. It is 5 leagues S. W. from Cape Blanco, between which is a large bay, having the port of Acon, or Ptolemais, at its bottom. A bank runs out to sea from this point, with 2 or 3 fathoms over it; behind it is an excellent road between the bank and the shore. Both the shoal and road may be known by a flat tower on the top of a point. See **ACON**.

CARMON. See **CARIMON**.

CARMOYLE Road, the place for ships to ride in which are bound to Belfast on the N. E. coast of Ireland. It is 5 miles S. W. from Carrickfergus; but as a long spit runs out from the N. shore, ships must run up into 4 fathoms at low water almost to the White House to come into Carmoyle, which will bring Castle Rock, on the top of a hill on the E. shore a little above Carmoyle, on the village by the water side. Then sail two-thirds over, and bear in.

But in foul and hazy weather, when the White House cannot be seen, sail near to it in 4 fathoms at low water, and then run S. S. W. two-thirds over, and bear in at S. W. after the same manner, where anchor in three fathoms at low water; higher up, the water is still shoaler.

The channel from hence up to Belfast, has several poles or beacons on the W. side, to direct the course, windings, and turnings into this bay. From the entrance of Carmoyle is anchorage in good ground, having from 10 to 4 fathoms; but if the anchor should trip or come home, it will be so clogged with weeds, as not easily to take the ground.

CARNAPOLE, is a factory on the Malabar Coast of India, at S. S. E. from Cochin. The island of Porcat or Por-

cas, within which is a channel for small ships only formed by an inland branch of the sea, and parallel with it from Cochin Harbour to Carnapole for 23 leagues; it there takes in the river, and then opens together into the sea, making a very good harbour. See **MOODY**'s Bay.

CARNARISH Point, the S. point of Kilmore Sound or River, on the S. W. coast of Ireland, between which point and Cape Dorfes is a deep bay.

CARNAROOT Point is E. S. E. from the point of Waterford, within the Saltees, a little to the westward of which point there is the only foul place between them, close by the shore. It is the S. E. point of Ireland; and to anchor there, coming from the westward, keep in 6 fathoms at least till past the high hill to the westward of the point. Open the mill to the eastward the length of a captain's bar, and there anchor in 9 fathoms; it is very good riding. The flood tide runs along here by the S. coast to E. N. E. It bears W. N. W. 16 leagues from Ramsey Point on the coast of Wales. It is in lat. 52 deg. 11 min. N. and long. 6 deg. 56 min. W. and has the names of **CARNFORE**, **CARN-SORE**, and **CERNFORE**.

CARNARVON. See **CAERNARVON**.

CARNATIC, is a province of India on the coast of Coromandel, on which the fort of Cuddalore or St. David's and Pondicherry are situated, extending near 120 leagues from N. to S. It is bounded by the river of Kistna on the N. and the kingdom of Tanjour on the S.

CARNEFORE Point, or the S. E. point of Ireland, another name for **CARNAROOT**, which see.

Cape CARNERO, the W. point of the entrance into Gibraltar Bay. The point is rocky within the small island off the S. W. part of the Cape, called Pigeon Island, on the outside of which is 15 fathoms. It has watch-towers both to the N. towards Algeziras or Old Gibraltar, and to the W. of it; and sometimes has the name of **CABRETA** Point, or Cape, which see.

CARNERO is the name of a part of the gulf of Venice.

Point CARNERO, on the coast of Peru or Panama, is 3 leagues to the westward from Point St. Helena, in lat. about 2 deg. 20 min. S. See **GUYAQUIL** and **St. HELENA**.

CARNFORE. See **CARNAROOT**.

CARNOM

CARNOM or **TARNOM** Point, lies between the outer point of Singapore Straits, and the bay of Siam. It is N. and N. by W. from the islands so called, being 3 in number, to the bight of St. Juste near 11 leagues; and from the innermost of them the course lies right into the Peppy Road in Siam Bay.

CARNSORE Point, the same with **CARNAROOT**.

Cape CAROBEQ, on the N. coast of Barbary. See **CARABEA**.

CAROLINA, is the district of N. America, between Virginia on the N. and Georgia on the S. and is situated between 32 and 36 deg. of N. lat. on the coast or side of the country facing the sea. It is divided into N. and S. Carolina, of which the coast of the former comes down to 33 deg. 48 min. N.

CARPENTIER Rock, about 2 miles from the W. coast of France, a little above St. Sebastian. After passing it, ships may run along by the N. shore of the entrance of the River Loire as far as St. Nazaire. See **LOIRE**.

CARPORI Island, a large island in the great river of Amazons, of which Cape Arrowary is the S. W. point. See **ARROWARY**.

CARR Rocks, a ledge which runs off E. N. E. from Fife Ness a mile into the sea; of which the outermost falls dry two hours before low water, but the other is not seen except at very low ebbs. To keep clear of it, bring the light house of May Island at S. by W. and sail N. by E. till the point of the Ness be at S. W. by S. or till the steeple of St. Andrew's can be seen; this course goes free of it that way. In coming from the N. bring the light-house, as before, at S. by W. and so continue till the steeple of Cryll bear W. when it will be clear on the S. Come no nearer by night than from 15 to 17 fathoms, the depth to the N. of the rocks, there being from 22 to 24 fathoms to the S. of it, keeping the square or tower part of Cryll Steeple below the spire or point above the land. From the Carr to St. Andrew's is N. W. by W. along shore near 2 leagues, and to the entrance of the River Tay N. N. W. 4 leagues. It is high water at spring tides at about half past 1 o'clock.

CARRACAS Bay, to the S. of the equinoctial line, about half a degree, is within the Cape of Passado, 4 leagues to the S. E. on the coast of Peru in the S. Pacific Ocean. In that direction are white hillocks on the land. Enter the

bay to windward, as there are shoals in the middle of the entrance almost to the leeward shore, keeping the white hillocks of Choropata close on board; and then go along the coast into the bay with an easy sail, observing to have 4 fathoms and a half, and 4 fathoms by the lead. It is all dead water within, and neither wind nor sea can disturb shipping. In going out, a ship may sail to leeward towards Cape Passado, where there is water enough that way with the breeze close to the shore, though not sufficient room to turn in. Keep the lead going both in going in and out. The place affords plenty of wood and water, with cattle and shell-fish. It is 17 leagues from Cape Lorenzo or St. Lawrence to N. E. and E. N. E.

CARRACK Road, within the port of Falmouth, is a little to the N. of E. from the town, and directly N. from the Falmouth or Great Rock at the entrance, on which is the flag staff, and on the W. side of the sand or bank of St. Mawes. The greatest ships may ride here in from 15 to 18 fathoms in mid channel, bearing N. N. E. from Pendennis Castle. The western shore is lined with rocks. The point of Falmouth is generally brought to bear on the Manacles Point, or the point of Trefusis on a great house to the W. of Falmouth town towards Penryn. See **FALMOUTH**.

Julian CARRASCO River, on the W. coast of New Mexico, is 4 leagues from the River Cojula. It runs out at the strand, where there is a good landing-place; but there is a high bank of sand before it at a quarter of a league from the main, and half a league from the river, bearing N. W. and S. E. The bank appears above water like a tortoise. It is in lat. about 15 deg. 30 min. N. and E. S. E. from the port of Angels.

CARREGARRAN, or **CARROGARRE**, a small point, called the Falie Point, 9 leagues S. W. from Cape Palmiras in the bay of Bengal; but the sailing course is N. E. and by E. to avoid the sand of that cape. But it is 4 leagues E. N. E. from a small rivulet, a level coast, covered with trees and bushes till near the point, when the trees make at a distance like several small islands, which distinguish the Falie Point. Keep an offing of 2 leagues, in 20 and 21 fathoms soft ground, to avoid the flats nearer the shore.

CARREN Point, the most northerly land of the island of Anglesey in Wales,

is 2 leagues to N. E. from what is called the N. point of the island. The W. Moule, a rock so called, which appears above water, is N. E. from it, a short mile from the shore.

CARRENBASE Rock, is one of the two sunken rocks in the W. part of Mount's Bay in Cornwall, within a mile of the shore, at E. N. E. from St. Paul's Church. There are but 4 or 5 feet water on them when the tide is out; but by keeping the steeple of that church in sight above the land, a ship will sail to the eastward of them.

CARRICKFERGUS Bay, near the N. E. point of Ireland, is 6 leagues broad at the entrance, gradually narrowing up to Belfast. The town of Carrickfergus is 2 leagues within the bar on the N. shore, having a good road before it, and a pier at the town, which is dry at low water. At a mile distance S. by W. is a bank of sand, which has 9 feet on it at low water, just before the road. To the N. and S. of it is 2 fathoms; farther to the S. W. 3; and 5 fathoms in the middle of the road. See BELFAST and CARMOYLE. The town is in lat. 54 deg. 43 min. N. and long. 6 deg. 16 min. W.

CARROGARRE. See CARREGARRE.

CARRON Point is about 2 leagues from the N. Point of Holyhead Island, in a small island to the W. of the island of Anglesey. See CARREN.

CARRON River, in Stirlingshire, up the River of Forth to the W. of Edinburgh, the village of that name being famous for its astonishing foundry for cast iron of all descriptions, from the smallest domestic utensils to the largest cannon.

Cape CARTAGE or CARTHAGE, on the Coast of Africa in the Mediterranean, is 6 leagues S. by E. from Port Farina. This cape, which is the W. point of the Bay of Tunis, is about S. W. from the projecting point or Cape Bona. It lies between Tunis Bay on its E. and a deep round bay on its W. which was formerly the road or harbour for the Carthaginian and Roman fleets, though now almost useless; yet it is a fine sandy bay, a safe road, and capacious enough to receive a Royal Navy, having good hard sand for anchor-hold, and gradual shoalings from 12 fathoms to the shore. There are no dangers in it but such as appear. From this cape to Cape Fortas

or E. cape of Tunis Bay is 7 leagues S. E. and there is good riding under either cape within the Bay. See BISERTA.

CARTAGO Bay, is on the E. side of the continent of Honduras, between the coast and Cape Gratia Dios, the shore of which is a fine sandy strand, and good anchorage in the bay, occasioned by several islands in the mouth of it, but especially one just in the entrance, behind which is a very good road.

CARTERET Cape or Point, on the Coast of France in the English Channel, is N. E. from the Island of Jersey, and nearly E. from Guernsey and Sark Islands. From Cape La Hogue, or Race of Blanchart or Alderney, to this cape, an offing of a league or a league and a half from shore, in a direction nearly S. half E. or S. by E. must be kept. The fair-way then goes off more westerly between the Bank de Feloe, Pel Bank, and Grune Bank; and, having passed these, go away S. a little easterly, between the high ledges of rocks called Eckrebon Rocks, and the Pel Banks Rocks, which will lead between Le Beuff Rock and the main, and so go on till past St. Germain's River, which is about 4 leagues to the E. of S. from this cape, keeping 4 or 5 miles from shore.

CARTERET Cape, or Cape ROMAN on the coast of North America, is a small island betwixt two others, a little to the S. W. from the Santee River, where the coast begins to take a direction a little more westerly, and there appearing to form a point, in lat. 33 deg. 5 min. N. and long. 79 deg. 57 min. W. It is near 15 leagues to S. W. from Cape Fear; the coast all the way being clean and good soundings.

CARTERET Harbour, a fine little harbour round the point so called to the E. which affords cocoa-nuts in great plenty, and abundance of cabbages, near the S. E. extremity of New Ireland. It is in lat. near 5 deg. S. and long. 152 deg. 19 min. E. It bears N. E. half N. from Wallis's Point, where the variation is 6 deg. 30 min. E. See ENGLISH Cove. The harbour is formed by two islands and the main, of which the largest is Cocoa Nut Island on the N. W. and the other Leigh Island to the S. E. Between them the water is shoal. It has two entrances, of which the S. E. or weather entrance is between Leigh's Island and Booby Rock, having deep water

water close to it; and the N. W. or lee entrance, which is best, has good anchorage in it, on the lee side of Cocoa Nut Island. In the harbour there is any depth from 30 to 5 fathoms, at any distance, and a soft mud; it runs S. E. by S. and N. E. by N. about 3 miles long and 4 cables broad.

There is from 12 to 17 fathoms water in the gut of the passage by the N. W. end of Cocoa Nut Island, and within it near that end 20 fathoms and upwards, and a soft mud. See COCOA Nut Island.

CARTERET'S Island, in the S. Pacific Ocean, is in lat. 7 deg. 56 min. S. and long. 158 deg. 56 min. E. and the variation 8 deg. 20 min. Gower's Island is near it.

The island of this name in Capt. Carteret's voyage, is laid down in lat. 8 deg. 27 min. S. and long. 156 deg. E. but whether it is the same or another, which latter we rather conclude to be the case, we will not positively assert, though we might do it on very probable grounds.

CARTERET Point, is 8 or 9 leagues S. E. from Cape St. George on the coast of New Ireland, though from the point the coast between them lies nearly N. and S. See CARTERET Harbour.

CARTERET Point, the N. W. extremity of Lord Egmont's Island or New Guernsey in the S. Pacific Ocean. See EGMONT Island.

CARTHAGE. See CARTAGE.

CARTHAGENA, is a city on the coast of the Province of Murcia in Spain on the N. W. coast of the Mediterranean, between Cape Tignose on the W. and Cape Palos on the E. and has a fine bay, in lat. 37 deg. 37 min. N. and long. 1 deg. 8 min. W. Its harbour is one of the best in the kingdom, and formed in the shape of a heart; the entrance to which is covered by the Island Ascombrera or Escombrera, which shelters it from the winds and waves. They heave down their ships in a dry dock, which, from the back water and the springs that ooze through the marshy soil, is cleared from water by the fire engines and the great pump. At the last are employed 800 criminals and 600 slaves; of which the former usually work 16 hours, and the latter or Moors 8 hours.

New CARTHAGENA, is the principal city or town of a province of its name,

near the W. end of Terra Firma in South America, being on the eastern coast which runs northward towards Cape Galara from the Gulf of Darien. It is more than 100 leagues E. from Portobello, and 140 S. from Port Royal in Jamaica, and in lat. 10 deg. 27 min. N. and long. 75 deg. 27 min. W. Its harbour is very capacious and safe, but has a very narrow entrance. At the N. W. end of the town is a small river, connecting with the harbour from the S. W. The Boca Cerada, or Mouth of Cerada, about three quarters of a mile broad, is about a league farther to the N. W. but it has an island off the inner entrance which extends considerably across. Nearly W. a little northerly about 8 miles farther, the coast trends in southerly to the Boca Chicha, or narrow mouth. This entrance has on the E. side Forts St. Philip and St. Jago, and the castle of Boca Chicha, and just within off the point, on an island on the starboard, is Fort St. Joseph. There are a great many small islands under the shore of the land at S. E. from the entrance. At the W. end the harbour is pretty broad, and narrows towards the E. end or first entrance, with some irregularity of coast; on the S. side also are several islands.

The port of Carthage takes up the whole Bay, the city being in an island, except in one part of it; the only navigable entrance being to the W. of it, as the bay lies nearly due E. and W. parallel to the sea, from which only it is separated by three islands in the front of it. The Kares, which is the westernmost of them, is square, and has on it the Fort at the W. point of the port or entrance into the road; the next, which is long, stretches E. by N. from the east point of the entrance, called Island Nova; and one triangular, which is the easternmost, is that on which is the city. On its W. point is the Boca Cerada above mentioned, but not navigable, and is joined to the main at the two other angles by two bridges; but the channels of these are not navigable.

The Forts above mentioned at the entrance of the channel, on the S. side and upon the main, lie on the best of the channel, and are also guides to it, as well as guards; that which is easternmost is opposite to the W. point or angle of the city.

There is a good road in the open sea under the easternmost point, where, by giving the land a small birth, ships may ride in from 5 to 6 fathoms, with gradual soundings off to 12 fathoms; ships often wait here for a wind. The entrance into the harbour is S. W. from the road, lying between the westernmost and middlemost island. The harbour is fair, open, and bold, all dangers being visible, having from 11 to 16 fathoms in mid channel, rather inclining to the W. side. Go in S. or S. by W. till abreast of the second fort; after which is the Aix or Aixos Shoal, that stretches out near S. S. E. towards the main. Keep along the side of it as far as the point, and then steer up channel due E. or E. by N. in from 9 to 10 fathoms by the lead, which must be kept going; and thus pass close under the guns and platform of the westernmost fort on the S. side, and come to an anchor between it and the other fort on the S. side. Here is secure riding, as if in a mill-pond, and within sight of the city walls, where the galleons and merchant ships usually ride; but the men of war commonly ride lower off the point of the inner fort of the Boca Cerada, though there is water enough, with clean ground and safe riding, up to the station of the other ships. The Salmadinas Rock lies out to sea off the island of Kares. See SALMADINAS. In coming from the eastward, sail along the island Nova, in 6 fathoms, boldly into the road; and in coming from the westward keep 2 leagues off from the island, till you make the entrance into the port fair open at S. or at most a little westerly.

The Boca Chicha Channel, on the W. of the Island Kares, though little used, is a safe channel, and has also water enough; and the port is the best in this unwholesome country. But here are continual rains, violent heats, and frequent tornadoes and tempests from May to November, which make both sea and land very uneasy to European seamen; and, if they stay long on the coast, occasions their dying in great numbers. The coast from hence falls off to S. W.

CARTMEL, a town of Lancashire, near the Ken sands, lying among the Cartmel fells or hills, nearly between Lancashire and Westmoreland, which has a harbour for boats and small craft. It lies between two bays of the sea, of which one is formed by the Æstuary of the river Ken from Westmoreland, and the other by the

conflux of the several small rivers from Westmoreland and Cumberland, into the Irish Sea. It is in lat. 54 deg. 12 min. N. and long. 3 deg. 6 min. W.

Cape CARVASONE, on the W. coast of Africa, is 10 leagues S. by W. from Cape Barbas; from which it is 16 leagues S. to Cape Blanco. In the first 10 leagues the coast is all the way very foul. See Cape BLANCO.

CARVEL of St. Thomas, in the West Indies, is a rock between the Virgin Islands to the E. and the island of Porto Rico to the W. At a small distance it appears like a sail, being white, and having two points; and between it and the island of St. Thomas is the channel of Sir Francis Drake. It is in lat. 14 deg. 58 min. N. and long. 61 deg. 7 min. W.

CARWAR or CARWAVE Bay, on the coast of Malabar in India, is 22 leagues S. E. from Goa. The best of the road is to bring the Duckey Rocks to N. N. W. half N. and a small rock in the road open with the island India Diva N. by W. half W. distant two leagues. Ships may also anchor abreast of Diva Island, the body of it bearing N. E. by E. about two miles and a half off, where is 10 fathoms and a half, when the S. point of Carwar bears N. by E. The passage into the bay is between the Duckey Rocks and the island, near the S. point: there is a small cove within at S. E. quarter E. where small ships may lie secure from all winds; near the entrance of which is a little hook, where ships may ride very safe in four fathoms, and be secure from the westerly monsoons. There is a passage on either side of the rocks without any danger, in 7 or 8 fathoms, and oory ground. It is nine leagues S. E. half E. from hence to Annanore. Carwar is in lat. 15 deg. 0 min. N. and long. 74 deg. 0 min. E.

CARY Bay, on the S. coast of Cornwall, is round the point of the Deadman to the westward, and is a large bay, extending almost to the eastern point of the entrance into Falmouth Haven.

CARYNS River, is three leagues to the W. of St. Marcus, a small town on the N. coast of Spain, and five leagues S. E. by E. from Cape Ortegual. It has good anchorage, and the coast is every where clean.

St. CAS Bay, on the N. coast of France, to the W. of St. Malo's, is a fine clear beach, to the N. E. of the village from whence

whence it is named. This extends along shore nearly in the direction of N. E. and S. W. to a rock which lies N. W. from the village. It was here that the English landed in 1755, under the present Admiral Earl Howe, then Commodore, which, by some unfortunate circumstances, terminated to their disadvantage, with the loss of about 1000 men.

St. CAS Point, off which about a mile is the Bourdinot Rock, and about eight miles W. from St. Maloes, on the N. coast of France.

CASAMAUCA River, on the W. coast of Africa, is between Cape St. Mary, the W. point of the river Gambia, and Cape Roxo; from the former of which keep in five fathoms along shore, and in sandy ground; as far as the shoal of St. Pedro, where there is but 4 fathoms and muddy ground; and then again five fathoms to this river, but within three fathoms depth off shore it is very red sand.

CASAMBEC, round the N. point of the island of St. John's, in the gulf of Nova Scotia, a point of land which is southward from the N. point of the island, on the E. side, and the N. limit of a chain of islands which here lines the coast.

CASAN, on the coast of Siberia, is in lat. 55 deg. 44 min. N. and long. 49 deg. 8 min. E.

CASANDRIA, is a town so called in the island of Cadiz, one league to the N. from Sluys, and 3 leagues to S. S. W. from Flushing.

CASANT, is on the coast of Flanders, and when the high square steeple of St. Lambert comes upon it to the N. of Sluys, ships are past what is called the Inner Bank Channel, or French Pole to the E. See INNER Bank.

CASCADE Bay and Pert, is on the S. side of Maghellan Straits, in S. America.

CASCADE Bay or Cove, about a league to the S. of Pickersgil Harbour, is round the E. point of land, lying two miles to the S. W. Abreast of it is a small island. It has good anchorage and other necessities, with room for a fleet of ships. There is most room on the E. side of the island, though the W. side is wide enough to admit a passage, if care be taken to avoid a sunken rock near the S. E. shore, lying a little to the S. of the island; this rock may be seen at half ebb.

CASCADE Point, in the direction of the W. coast of the southern island of New Zealand, is N. N. E. from Mistaken Bay,

in lat. 44 deg. 5 min. S. and long. 189 deg. 4 min. E. It receives its name from a cascade of water, in 4 four small streams, which here rushes down the high red cliffs.

CASCAIS Road, is one league E. from Cape Rocque, or the northern point of the entrance or opening to the river Tagus or Tajo, otherwise named the river of Lisbon. Here is very good anchorage for N. W. or N. E. winds, in 12 or 13 fathoms, more or less. The port of St. Julian is to the E. It is in lat. 38 deg. 40 min. N. and long. 8 deg. 43 min. W. and about six leagues from Lisbon.

CASCAIS, are mountains on the southern coast of Africa, on the S. Atlantic Ocean, which are seen as soon as ships pass the river Cacongo or Congo, to the southward, sloping down to seaward. The land is low, but the coast is dangerous; come no nearer than 10 fathoms.

CASCO Bay, is a very extensive bay on the coast of New England in N. America, extending from Cape Elizabeth to Small Point, 25 miles in breadth, and about 14 in depth. It is a beautiful bay, and full of small islands. On the N. E. cove of it is the town of Brunswick. It is in lat. about 44 deg. 10 min. N. and in long. 69 deg. 35 min. W.

Cas Cary. See CASHENDEN Bay.

CASHE's Ledge, on the coast of New England in North America, in lat. 43 deg. 1 min. N. and long. 68 deg. 50 min. W.

CASHENDEN Bay, is a bay at the N. E. extremity of Ireland, to the S. of the point called Cas Cary, both of which are to the S. E. from Fair Head.

CASMA Port, or CAZMA, is 4 leagues N. from Mongon, and 11 S. E. from Ferrol, on the coast of Peru, in the South Pacific Ocean, and in lat. about 9 deg. 40 min. S. It is a very good harbour; in which there is no great sea, though it is always blowing weather and hard gales from about 12 at noon to sun-set. There is a small round white rock a little above water towards the N. shore of the bay; and on the S. shore is a small shoal of 2 or 3 ships' length, on which the sea breaks at low water, though there is nine feet water upon it. After passing between these, a ship may range the shore any where in from 14 to 15 fathoms close to the strand. To come to an anchor, steer against Cape Blanco, a white head land, whither the hawser or stream cable is carried on the shore;

shore; there make fast to the rocks about the very cape, when the wind will be certainly off there.

CASKETS or **GASKETS** Rocks, are two high rocks at W. by N. and W. N. W. from the W. end of Alderney or Ornay, besides many lesser ones, of which several are covered by the flood tide. The distance is 3 or 4 leagues to the largest or westernmost; and the other, though large, but not so high, is about half way between the westernmost and the island. There are three light-houses on the westernmost of the Caskets, placed in a triangular form; the most easterly of these lights is 68 yards at E. by N. from the most western, and 54 yards N. N. E. from the most southerly; and the most westerly is 40 yards to N. N. W. from the most southerly. To the northward of them, about 2 leagues from land, is from 40 to 55 fathoms; and to the southward 35 to 40 fathoms, betwixt them and Guernsey, and mostly stony ground. The tide sets constantly against the Sun with the Caskets, so that it is never still water. To go from thence to La Hogue, haul out from them E. N. E. half N. 3 or 4 leagues, to avoid the rocks on the N. of Alderney, and then steer in again a little to the S. of E. for the cape. Between Portland and the Caskets is 40 fathoms, and in fair weather the land may be seen both on the English and French shores in that depth; on the side nearest the Caskets it is deeper, and on that nearest the English shore is less depth. The lat. of the Caskets is 49 deg. 48 min. N. and long. 2 deg. 15 min. W. and there is high water at 12 o'clock at spring tides.

CASPER Buoy, is in the channel from Elsinour to the S. of Copenhagen, the mark for which is to bring a large white house, near the end of a great wood on the N. of the city, on with the northernmost wooden fort, or a little open to the N. in the direction of N. N. W. half W. This will lead to the best of the channel as far as this buoy. When abreast of the S. end of the middle, the two highest steeples of Copenhagen will be in one, or but a very small distance open, at W. by N. three quarters N. and a church which stands inland to the S. of the wood a fail's breadth open without or to the northward of the northernmost wooden fort. At W. half S. from the S. end of the middle is a bank almost in mid channel, on which is

but 17 or 18 feet water; but a great ship must keep to the eastward of it, as it is nearest the W. shore. Bring the white house, already mentioned, near the wood, two fails breadth to the westward of the northernmost wooden fort, and the spire of the Exchange and a windmill erected on the works of the city in one, or the spire a little open to the southward, then bearing W. N. W. quarter W. and this course will direct a ship right on with the buoy.

To know when a ship is abreast of the buoy, bring Thornby church open with the W. end of Castrop town, at W. quarter S. and to keep clear of the Calpe Sand, bring Draco Tree open to the westward of the single house, and with a S. and S. by W. course go fairly on to Draco Buoy. See DRACO.

CASPIAN Sea, is a sea of Asia, or rather an extensive lake, being upwards of 230 leagues from N. to S. and 100 from E. to W. It has Astracan and Calmuck Tartary on the N. Bocharas and a part of Persia on the E. another part of Persia on the S. and another part also of Persia and Circassia on the W. The river Volga, with many others, discharge themselves into it, and yet the water generally varies little in depth. It has no tides, but once in 16 years it overflows the neighbouring countries, and does much damage; at which times it rises several fathoms. Vessels of 9 or 10 feet draught only can navigate it. There are strong currents in it, and it is subject to violent storms; and it abounds with sea dogs. The extent is from 37 deg. to 47 deg. of N. lat. and from 48 deg. to 53 deg. of E. long.

CASROLA, is one of the islands of the Adriatic Sea or Gulf of Venice, which has a road or place of anchorage for ships.

CASSE Cape, is a projecting point of land, which serves to shelter the ports Conti and Galera on the W. side of the island of Sardinia, from all winds except the S. to which only the first is open, and the latter a little to the S. W. also. It comes round both those ports in the form of a crescent, round the W. point of which to the northward is the large bay, called Port Sol, or of the Sun. It is N. N. W. a little westerly, about 8 or 9 leagues from Bozi Port and Island.

CASSINE or **CAXINE** Cape, is the W. point of the bay of Algiers, on the N. coast of Africa, in the Mediterranean.

It is 22 leagues to E. by N. and E. N. E. from Cape Tenes, between which is Albatel and several other places. Between Albatel and Cassine is a fair clear strand, which, on the one hand, affords no shelter, and on the other has no danger. See ALBATEL, and ALGIERS.

CASSIOPE or CASSOPO Island, is situated in the Ionian Sea, and had formerly a celebrated city and harbour. It is subject to the Venetians.

CASTEL Aragonese. See ARAGONESE.

CASTEL del Ovo, is a small island in the Tuscan Sea, in the Mediterranean, and in the gulf of Naples. It is near a town of the same name, with which it is connected by a stone bridge.

CASTELLAMAR Gulf, on the N. coast of Sicily, towards the W. end of it, is an extensive bay between Cape St. Vito on the W. from whence the coast falls off to S. W. to Trapano nova, and Cape del Ounce on the E. There is good anchorage on the W. side of the bay, just within the cape, off a small bay which runs in W.

CASTELLAMER, is close to the city of Naples, on the coast of Italy, 9 leagues E. from the island of Ischia. There is good anchorage in it under the fort or pier, being the entrance into the mole. It is in lat. 41 deg. 40 min. N. and long. 14 deg. 35 min. E.

CASTER Neis, to the N. of Yarmouth Roads, on the coast of Norfolk, is a point or head-land to the N. of Yarmouth, within the sands which form the road; these pass along shore in 5, 6, or 7 fathoms, by the E. side of the Barber Sand, which lies off the Caster Rails, on the N. end of which is a buoy. Bring the two Caster lights together, and keep them so till within half a cable's length of the beach; continue to go on by the beach till off Winterton Lights. In this course a ship borrows upon the main within the Cockle Sand, in 6, 5, and 4 fathoms, till athwart of Winterton. This sand begins at Caster.

CASTICUIS. See CARAVELLAS.

CASTILION, in the river Garonne or Bourdeaux, on the W. coast of France, is on the W. shore, off which a luse to the E. is the S. end of the bank or sand so called, extending in a direction N. from thence, so as to admit a channel of 4 fathoms between the bank and the shore to the very point of land on which the town stands. The channel all the way between a range of sands in the middle

of the river and the W. shore has from 6 to 3 fathoms at low water, which depths keep clear of those shoals. Cordovan Tower, without the W. point of the entrance, is a guide for passing into the river. See CORDOVAN, and GARONNE.

CASTILLON, a town of Spain, in the N. W. angle of the bay de Rosa, in the Mediterranean, on the W. side of a cove in that angle, within which is an island that almost blocks up its narrow mouth. It is in lat. 42 deg. 18 min. and long. 2 deg. 58 min. E. five miles from Rosa. See ROSA.

CASTILLOS Islands, on the coast of Brazil, are N. of Cape St. Maria. There is good riding, especially within the northernmost of them; but little else is to be had except anchorage, as the country is mountainous and the shore foul. They are consequently near the entrance of the great River la Plata.

CASTILLO Blanco, is a battery in an angle or corner of the bay of Valparaiso, on the coast of Chili in South America. Here ships generally lie for the convenience of trade, and security against pirates. But it is only a bad road in winter, because the N. winds blow right in, and make such a sea, that ships are forced on shore, though moored at head and stern. The S. winds also are very violent in summer; but they come over land, and therefore make no sea, and if a ship is driven out to sea by them she may run out before the wind, and in the evening the wind is always quiet. See VALPARAISO.

CASTLE Bryer, a high round rock on the low land of Sampson Island, one of the Scilly Islands. It is directly S. of Brehar or Bryer Island; but the W. side of the opening between them, and of each end of the island nearest to it, especially of the Sampson, is barricaded with rocks. See BREHAR.

CASTLE Haven, on the S. coast of Ireland, is 9 leagues W. S. W. from the Old Head of Kinfale, and N. E. 2 leagues from the rocks called the Stags. There is a small island without it called the Horse, which must be left on the larboard, passing between it and a small flat island on the starboard, which is so close to the land that there is a foot communication at low water with the main. There is a small chapel within the haven; with which run right in close along side the small starboard island; when athwart of the chapel, a castle will be seen

seen on the W. side, over against which ships may anchor in 12 fathoms.

Three CASTLES Head, a Point of land on the coast of Ireland, about a league N. from Mizen Head, so called on account of three old towers which stand upon it; having another point called Sheep's Head to the N. E. from it; which two points form the limits of Dunmanus Bay, about a league S. E. by E. from Beer Haven.

CASTLE Island, is one of the two small islands which lie before the entrance of the haven of Cannano, under which is anchorage in 18 fathoms. See **CANNANO**.

CASTLE Island, in the main channel which leads to Boston Harbour, on the coast of New England in North America, is on the larboard going in, to the E. of Dorchester Point, and joined at low water by the sand called Dorchester Flats, and the last island on that side before the approach to Boston. See **BOSTON**. On this island is William's Fort, about a league from the town, within pistol shot of which all ships entering the port must pass; there is also a platform near high water mark, the guns of which can rake a ship fore and aft before she can possibly bring her broad-side to bear upon the castle, no ship can therefore approach the town without the hazard, if resisted, of being shattered to pieces by the ordnance on this island. A first rate ship of war may go as far as this island, and the ground is fit for anchorage all the way from Nick's Mate Island to it; but the shoal, just mentioned, called Dorchester Flat, renders it unsafe for large ships to go up to the town, before which is a good road, and very capacious, with excellent anchoring ground. Ships of 64 guns may safely go up to it.

CASTLE Island is a small island at the distance of 4 or 5 miles S. E. from the S. W. entrance into Mercury Bay, on the N. E. coast of New Zealand. See **MERCURY Bay**.

CASTLEMAIN Bay, or **DINGLE Bay**, the latter, strictly speaking, being only a small cove on the N. side of the great bay which goes in E. by N. to Castlemain Harbour, is bounded by the Blasques at N. W. and by the N. point of Begin Bay to the S. E. The turning to it from the S. is by the Skelligs Rocks, as Blasques Sound is the channel from the N. See **BEGIN Bay**. Ships lie very safe in the bottom of this bay.

CASTLE Point, a point of land on the N. above the narrows of the channel of New York, in North America, between which and an island on the S. is the usual road for shipping.

CASTLE RISING, is a town of Norfolk, about 7 miles from Lynn, and was a considerable place of trade before its harbour was choaked up with sands. It is in lat. 52 deg. 50 min. N. and long. 0 deg. 30 min. E.

CASTLE Town and Bay, in the Isle of Man, on the S. W. side. It has a castle, which the distance from the rocks and shallow harbour renders of no utility. Its lat. is 53 deg. 55 min. N. and long. 4 deg. 35 min. W.

CASTOR Haven is about 4 leagues to the S. W. from Cape St. Mary, and 2 leagues to the N. E. from the bay of Islands. The latter is about 15 or 16 leagues also to the N. E. from Chibouctou Bay. Canlo Bay is also to the N. E. from Castor Haven; all on the S. E. coast of Nova Scotia.

CASTRES, on the S. coast of France in the Mediterranean, is in lat. 43 deg. 37 min. N. and long. 2 deg. 15 min. E.

CASTRO Bay, is about 4 leagues W. from the point of Bilboa on the N. coast of Spain, having 12 fathoms all along between them, within half a league of the shore. The place for riding in the bay is to bring Mount Anthony at W. by N. which is 5 leagues farther. This is a good haven in 6, 7, or 8 fathoms; but the narrow of the haven lies in S. in 10 fathoms, though there is only 3 or 4 fathoms farther up the river towards the town. It lies within the bay of Laredo, and between them is 20 fathoms at half a league from shore.

CASTRO, or **CASTEL Aragonese** (see **ARAGONESE**) is a small fortified town on the N. W. coast of the island of Sardinia in the Mediterranean, in lat. 41 deg. N. and long. 8 deg. 55 min. E.

CASTRO, or the ancient **CASTRUM MINERVÆ**, is a city of Otranto in Naples, 7 miles S. of the city of Otranto, which has a harbour and a good trade. It is in lat. 40 deg. 8 min. N. and long. 18 deg. 25 min. E.

CASTRO, is the capital of the island of Chiloe, on the coast of Chili in South America, 60 leagues to the S. from Baldivia. It is in lat. 42 deg. 5 min. S. and long. 75 deg. 8 min. W.

CASTROMARIN, is a small fortified place of Algarve in Portugal on the borders

ers of Andalusia. It is situated on the W. side of the River Guadiana, opposite to Ayamonte, and is about 13 leagues E. N. E. northerly from Faro, or Cape St. Maria, in lat. 37 deg. 5 min. N. and long. 7 deg. 16 min. W. See AYAMONTE.

CAT or CHAT Cape, at the mouth of the river of St. Lawrence, on the coast of New Brunswick, in N. America; see CHAT. The lat. is 49 deg. 4 min. N. and long. 66 deg. 18 min. W.

CAT Island, or GUANAHANI Island, is one of the Bahama Islands on the N. E. side of them, and the first part of the West Indies which was discovered in 1492, October 11, by the celebrated Columbus, to which he then gave the name of St. Salvador. It is on a particular bank to the E. of the Great Bahama Bank, and is separated from it only by a narrow channel, called Exuma Sound. It is in lat. 24 deg. 30 min. N. and long. 74 deg. 30 min. W. The channel on the N. end of it, towards Eleuthera Island, is called Ship Channel.

CAT's Head, or CABESTA Gatto, on the coast of Peru, in the South Pacific Ocean, has a very good harbour on its S. side, the town of which is about half a league from the strand. To go into the port of Guarnay, which is in lat. 10 deg. 30 min. S. sail by this head till the ship opens a small bay, when there is anchorage in 12 fathoms. About a musquet shot to leeward of the road is a creek, where the coasting barges load; but a great ship must neither go into the creek nor bay, as there is a large shoal off the point.

CAT Key, an Island or Cay of the West Indies, in lat. 25 deg. 14 min. N. and long. 79 deg. 40 min. W.

CAT's Nose, or Grey Point, is about 20 leagues W. from Crois Island, and but 13 leagues to N. or N. by E. from Archangel Bar. This point is a projecting head-land of the larboard coast, in sailing southward round the Wardhuis and by the mouth of the River Kola for the White Sea. Crois Island is near the coast on the starboard side, on which the shore forms a semicircle. There is anchorage under the point, though the ground is not very good; on the W. side is from 7 to 10 fathoms and a good situation with easterly winds. To the N. E. of the point, as far as the S. end of Meseniche or Mezene Gulf, or Cape Pentecost, it is good anchorage all along close

to the shore in clean sand. The lat. is 65 deg. 27 min. N. and long. 38 deg. 25 min. E.

CATABARIRA Strait, on the western coast of Africa, within the islands called Los Illgetos, and S. E. from a bay in the midst of these islands. Ships may run with a latter ebb to Point Bostas, round a flat which lies between them both, and away by the coast to this strait. The point is known by a great wood on the land, which appears right a-head; from which a reef runs off to seaward, so that ships must not come too near it. There is also a shoal at 5 leagues without the point; and to run about it from the Cuja Islands, bring to and come to anchor till high water, on the E. side of the islands, weighing with the ebb, and running S. by W. between Point Baluma and Galmes Island. See BALUMA.

CATAGNIA, or CATANEA, anciently called CATANA, is a sea port town of Sicily, at the foot of Mount Ætna, in lat. 37 deg. 35 min. N. and long. 15 deg. 29 min. E. It is at the E. end of the island, nearly at an equal distance from Cape Passaro or S. E. point, and Messina at the N. E. point, and almost as far to N. E. to the nearest land of Italy. It has sometimes been called the city and Port of AUGUSTA, which see.

CATALINA Bay, the S. point of which is 5 leagues from the N. point of Trinity Harbour, on the E. coast of Newfoundland, at N. by E. and N. E. having several creeks or coves between them. Ragged Harbour, which lies in to the S. W. is a part of this bay, and so is the harbour called Catalina Harbour, 2 leagues N. from the S. point of the bay, and 2 miles from Ragged Harbour. It is a good and safe harbour, and has gradual shoalings from 8 to 3 fathoms; on the S. of which is a small island, which a ship may lead through with a large wind, though the channel is not more than a cable's length broad. In this passage is from 4 to 5 fathoms.

But to go without this island to the eastward, give it a small birth, and so keep the fairway mid channel into the place, and hold it so for a mile. A shoal lies off from the S. point of the harbour to E. N. E. on any side of which a ship may go; and it may be known by the breaking of the sea upon it.

Little CATALINA, is N. N. E. half a league from the other, having from 7 to 10 fathoms all the way; beyond which

seen on the W. side, over against which ships may anchor in 12 fathoms.

Three CASTLES Head, a Point of land on the coast of Ireland, about a league N. from Mizen Head, so called on account of three old towers which stand upon it, having another point called Sheep's Head to the N. E. from it; which two points form the limits of Dunmanus Bay, about a league S. E. by E. from Beer Haven.

CASTLE Island, is one of the two small islands which lie before the entrance of the haven of Cannano, under which is anchorage in 18 fathoms. See **CANNANO**.

CASTLE Island, in the main channel which leads to Boston Harbour, on the coast of New England in North America, is on the larboard going in, to the E. of Dorchester Point, and joined at low water by the sand called Dorchester Flats, and the last island on that side before the approach to Boston. See **BOSTON**. On this island is William's Fort, about a league from the town, within pistol shot of which all ships entering the port must pass; there is also a platform near high water mark, the guns of which can rake a ship fore and aft before she can possibly bring her broad-side to bear upon the castle, no ship can therefore approach the town without the hazard, if resisted, of being shattered to pieces by the ordnance on this island. A first rate ship of war may go as far as this island, and the ground is fit for anchorage all the way from Nick's Mate Island to it; but the shoal, just mentioned, called Dorchester Flat, renders it unsafe for large ships to go up to the town, before which is a good road, and very capacious, with excellent anchoring ground. Ships of 64 guns may safely go up to it.

CASTLE Island is a small island at the distance of 4 or 5 miles S. E. from the S. W. entrance into Mercury Bay, on the N. E. coast of New Zealand. See **MERCURY Bay**.

CASTLEMAIN Bay, or **DINGLE Bay**, the latter, strictly speaking, being only a small cove on the N. side of the great bay which goes in E. by N. to Castlemain Harbour, is bounded by the Blasques at N. W. and by the N. point of Begin Bay to the S. E. The turning to it from the S. is by the Skelligs Rocks, as Blasques Sound is the channel from the N. See **BEGIN Bay**. Ships lie very safe in the bottom of this bay.

CASTLE Point, a point of land on the N. above the narrows of the channel of New York, in North America, between which and an island on the S. is the usual road for shipping.

CASTLE RISING, is a town of Norfolk, about 7 miles from Lynn, and was a considerable place of trade before its harbour was choked up with sands. It is in lat. 52 deg. 50 min. N. and long. 0 deg. 30 min. E.

CASTLE Town and Bay, in the ile of Man, on the S. W. side. It has a castle, which the distance from the rocky and shallow harbour renders of no utility. Its lat. is 53 deg. 55 min. N. and long. 4 deg. 35 min. W.

CASTOR Haven is about 4 leagues to the S. W. from Cape St. Mary, and 2 leagues to the N. E. from the bay of Islands. The latter is about 15 or 16 leagues also to the N. E. from Chibouctou Bay. Canso Bay is also to the N. E. from Castor Haven; all on the S. E. coast of Nova Scotia.

CASTRES, on the S. coast of France in the Mediterranean, is in lat. 43 deg. 37 min. N. and long. 2 deg. 15 min. E.

CASTRO Bay, is about 4 leagues W. from the point of Bilboa on the N. coast of Spain, having 12 fathoms all along between them, within half a league of the shore. The place for riding in the bay is to bring Mount Anthony at W. by N. which is 5 leagues farther. This is a good haven in 6, 7, or 8 fathoms; but the narrow of the haven lies in S. in 10 fathoms, though there is only 3 or 4 fathoms farther up the river towards the town. It lies within the bay of Laredo; and between them is 20 fathoms at half a league from shore.

CASTRO, or **CASTEL Aragonese** (see **ARAGONESE**) is a small fortified town on the N. W. coast of the island of Sardinia in the Mediterranean, in lat. 41 deg. N. and long. 8 deg. 55 min. E.

CASTRO, or the ancient **CASTRUM MINERVÆ**, is a city of Otranto in Naples, 7 miles S. of the city of Otranto, which has a harbour and a good trade. It is in lat. 40 deg. 8 min. N. and long. 18 deg. 25 min. E.

CASTRO, is the capital of the island of Chiloe, on the coast of Chili in South America, 60 leagues to the S. from Baldivia. It is in lat. 42 deg. 5 min. S. and long. 75 deg. 8 min. W.

CASTROMARIN, is a small fortified place of Algarve in Portugal on the borders

ders of Andalusia. It is situated on the W. side of the River Guadiana, opposite to Ayamonte, and is about 13 leagues E. N. E. northerly from Faro, or Cape St. Maria, in lat. 37 deg. 5 min. N. and long. 7 deg. 16 min. W. See AYAMONTE.

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is the N. head of the whole bay at N. E. easterly from the harbour, and half a league from the other.

CATALINA Cape, on the W. coast of Mexico, in lat. about 10 deg. 40 min. N. and long. 86 deg. 50 min. W. otherwise called St. CATHERINE, the S. E. point of Papagayo bay, is 8 leagues to the W. N. W. from Port Velas, and 22 leagues N. W. from Point Guiones in a direct course. A high rock stands off the point into the sea at least 2 leagues, between which and the main without the point are two small islands; there are also two other small islands on the side of the point within the bay, which bear at S. E. from the other two, at about a league distance. These are marks sufficient to know the coast by.

CATALTA Strand, or Port of Sonsonate, is 26 leagues E. by S. from the Strand of Estapa, or port to the city of Guatiurala. The whole coast between is low land, sandy, and full of mangroves next the sea; but has clear anchoring ground all the way. It is 7 leagues from hence N. W. to Maticaloe River. To anchor in here, go round the point or Cape Remedios, in about 12 deg. 50 min. of N. lat. giving it a good birth, as some of the sands near the cape run off half a league under water. The whole bay on the N. W. of this cape is shoal, so that it is necessary to sound in coming in, and bringing the burning mountain, which is N. from the cape, at N. by E. in 12 fathoms. In this depth, right before the store-houses, is the best anchoring ground; which storehouses are upon a rock or crag, at half a league distance. If a ship goes into less than 11 fathoms, the water-rats will gnaw the cables, which should therefore be attended to. The mouth of the river should be also at N. E. and in going ashore, be careful to land near a parcel of stones before a cross in the corner, to prevent staving the boat by the surf. See SONSONATE.

CATANDUANES Island, one of the Philippines in the East Indian Ocean. It is nearly N. from Samar Island, and on the E. side of the large Island of Luconia, not far from the S. E. angle of that large and spacious island, in about 13 deg. 40 min. of N. lat. and 123 deg. 30 min. of E. long.

CATANEA. See CATAGNIA.

CATARRO, is 12 leagues E. by S. or

E. S. E. from the Island Malleda, on the coast of Dalmatia, in the Gulf of Venice. What is called the Gulf of Catarro is the mouth of a considerable river, though it is not navigable above the city. In the mouth of this gulf is a very good road, and a fortress called Castro Nova, or Castle Nova; but the chief road and harbour is before the city, where there is a good haven, though a pilot must be had. It is in lat. 44 deg. 40 min. N. and long. 18 deg. 40 min. E.

CATEGATTE, or CATTEGATTE, is the passage from the German Ocean into the sound, or the entrance into the Baltic, lying between the N. part of Jutland, the Islands of Funen and Zealand, and the coast of Sweden and Norway. It comes from Kat Gat or Strait; and extends at least 40 leagues from Elsinore to Schagerhort.

CATELAHOE, CATREHOE, or CUTRO River, on the W. coast of Africa, is between Druin and Cape Lehou, in lat. about 4 deg. 30 min. N. and long. about 12 deg. E. The coast is here nearly E. and W.

CATELIER Island, one of the small islands off the point of Cancale. See CANCALE.

CATESAU Sand, a bank which runs off half a league from the S. end of Oleron, on the W. coast of France, along the S. end and to the W.

CATFORD Voe, Sound, or Bay, is the northernmost of four deep sounds, between Brascy Island and a head-land called the mouth of Etiveck, among the Islands of Shetland. It is the best of all the four; and ships may ride in it landlocked from all winds. This bay is an excellent one, capable of receiving a royal navy, with anchorage at any depth from 3 to 14 fathoms and clear ground.

CATHERINE Bay, at the E. end of the Island of Jersey, is to the southward of the point so called, and affords a good road in westerly winds.

Cape CATHERINE. See CATALINA.

Cape St. CATHERINE, on the W. coast of Africa, is in lat. 2 deg. 9 min. S. and long. 10 deg. 38 min. E.

CATHERINE's Foreland, in the Straits of Maghellan, is in lat. 52 deg. 48 min. S. and long. about 67 deg. 50 min. W. It is near the E. end of the Strait, not far from the opening into the S. Atlantic Ocean, and E. S. E. from the eastern narrow.

St. CATHERINE's Island, on the coast of Florida, in North America, is in lat. 26 deg. 36 min. N. and long. 81 deg. 41 min. W.

St. CATHERINE's or CATHERINA Island, off the E. end of the coast of Honduras, is about E. S. E. from Cape Gracias a Dios, or eastern point of that coast, a little to the W. of N. from Porto Bello on the coast of Panama. It is often called Providence Island, and is about 11 miles in length and 4 in breadth. It is in lat. 13 deg. 26 min. N. and long. 80 deg. 5 min. W. See PROVIDENCE.

St. CATHERINE's or CATHERINA Island, on the coast of Brazil, extends from lat. 27 deg. 35 min. to 28 deg. 0 min. S. and is in long. 49 deg. 16 min. W. It is resorted to for provisions or hides, and as a shelter for ships going farther S. and European ships here get fresh water and other necessaries. There is good anchorage in several parts of it, especially within the island next to the main. It lies nearly from W. to W. S. W. and appears high and mountainous, even at the distance of 17 leagues. There is anchorage also in 12 fathoms. and muddy ground, when the N. W. point of the island bears S. S. W. The water which is obtained here, like that of the River Thames, keeps well at sea. Bon Port on the continent side has every convenience for wooding and watering, and a plantation opposite to it is a good birth for both. But the surrounding hills and thick woods prevent a free circulation of air; and the thick fogs and moist air produce fevers and very violent fluxes. Between the middle of the island and the main is a narrow strait, the channel of which is not above 200 fathoms wide, and has only 2 fathoms and a half of water; neither is there sufficient depth after passing this strait. On this account ships of burden go about the S. end of the island into Arazatiba Bay. See ARAZATIBA. From hence to Cape Maria, at the entrance into the River Plata, in lat. 34 deg. 45 min. S. is a wild coast and uncultivated.

CATHERINE Point, at the E. end of the Island of Jersey, is the N. point of CATHERINE Bay, which see.

CATHERINE Sound, within a small island so called, on the coast of Georgia, in North America, in about 31 deg. 10 min. of N. lat.

St. CATHERINE's Tower, on the

summit of St. Catherine's Hill Down, on the back of the Isle of Wight, about 750 feet higher than high water mark. It has long been a sea mark, to direct mariners to avoid the adjacent rocky shores in navigating the English channel. The point so called is in lat. 50 deg. 34 min. N. and 1 deg. 19 min. of W. long. and has high water at full and change about half past 9, or a little later. It has lately been established as a signal station, to convey intelligence to Portsmouth, by means of other stations appointed within the island to announce the appearance from the heights of Freshwater Cliffs of any enemy's cruizers or squadrons being in sight of that part of the English coast.

CATOCHEOR CATOUCHE Cape, is the N. E. promontory of Yucatan in Mexico, in North America, about 72 leagues from Cape St. Antonio, which is the most westerly point of the Island of Cuba, in the direction of W. S. W. nearly. A strong current sets to the westward between the two capes, which renders it necessary to keep to northward in sailing to the westward, more especially near the time of spring tides. Along the sand or bank of Catoche, there are gradual shoalings to the shore, so that it may be coasted in 5 fathoms, or ships may haul off and proceed in from 7 to 8 fathoms or more, and some prefer keeping off in 14 fathoms as far as Cape Concededo, at the distance of 90 leagues, but no deeper for fear of the Alcranes.

This cape is the limit on the S. of the Gulf of Mexico, in lat. 22 deg. 10 min. N. and long. 86 deg. 28 min. W. The small island or Cay, the name for an island in the West Indies, called Loggerhead's Cay, is 3 leagues only at E. N. E. from the cape, with a channel between them; and the cape itself is an island with a small channel between it and the main, but not fit for ships.

CATONI Island, in the Archipelago, is a small island to the S. S. E. from the Island of Samos, and to the N. N. E. from the Island of Patmos.

CATREHOE. See CATELAHOE.

CATWATER, is the eastern branch of the harbour, or rather a distinct harbour, of Plymouth in Devonshire, on the S. coast of the English channel. It is a rendezvous for merchant ships, who ride here very securely in almost all winds. To sail into it, pass the Island of St. Nicholas on the larboard, and give it a

birth according to the depth of water the ship draws, taking care that large ships steer clear of the buoy of the winter, and run directly towards the E. point of the Citadel, or Fisher's Nose, till the harbour of Catwater begins to open. Having passed the buoy, and come to the length of the Fort of Mount Batten on the E. or starboard, change the course to N. E. or turn in by short boards, if the wind is not very fair, the deepest water being on the side of the town, though there is 3 fathoms at low water to the N. W. of Mount Batten not far from shore. Turn in more E. and run up within the point, and anchor right under the high land; where there is 4 or 5 fathoms at low water spring tides. A ledge of rocks, it must be noted, lies off two cables length from the point of Mount Batten, which makes the fairway of the channel about one third of the whole breadth from the opposite side; and a sand-bank reaches to the second point of the S. shore.

CATWICK, on the coast of Holland, is 3 leagues to the N. of Scheveling. Its church has a square tower, on which was a steeple or spire formerly, which has been many years taken down, having a lofty light-house like a tower steeple to the S. of it. The lofty spires of Rysburg and Valkenburgh may be seen from ships near the coast, though considerably within land. Nortwick is a league and a half from it, and has also a light-house.

CAVAGLERO, or CAVALGERO, in the kingdom of Morocco, on the W. coast of Africa, is about 3 leagues to the westward of Cape Blanco, upon a high land. A small tower is near this valley; from whence to Cape Cantin it is about 6 leagues more to W. S. W. The lat. is about 32 deg. 55 min. N. and long. 3 deg. 35 min. W.

Cape CAVAILLO, on the coast of Asia, the S. W. point of the part facing the Archipelago, nearly S. from Halicarnassus, and forming the N. point of the channel between the N. end of the Island of Rhodes and the main, having the little Island of Simia off its W. point.

CAVALAIRE Bay, is a small bay on the coast of France, nearly N. from the E. end of the Hieres Islands, to the N. W. from Cape Taillar, having from 5 to 3 fathoms within, and anchorage under the land between it and the cape in from 7 to 15 fathoms water.

Cape CAVALARIA, the most northerly point or cape of the island of Minorca in the Mediterranean, being the extreme part of a peninsula, on the W. side of which is a small island, to the N. W. from the port of Fornelles.

CAVALGERO. See CAVAGLERO.

CAVALHOS, in the Island of Japan, in the N. eastern ocean, is in lat. 32 deg. 28 min. N. and long. 129 deg. 48 min. E.

CAVALI Island, a very small island near the E. end of Candia Island in the Mediterranean, but on the S. side almost close to the shore, about W. S. W. from Cape Solomon.

CAVALIA River, is a small river on the W. coast of Africa, 10 leagues E. N. E. from Cape Palmas. It opens very wide to the sea, and it makes from the westward, when it bears N. westerly, going in between two steep capes N. by E. There is also a great rock due E. from the entrance, and 5 leagues E. from the rock is a flat point, which used to be known by a high naked tree upon it like the mast of a ship. The negro town of Growa lies due E. a league from the mouth of this river, having 5 or 6 great rocks just before it, which serve to point it out; and as several of them lie under water, they would therefore be dangerous did not the sea break upon them. There is good riding beyond these rocks in from 17 to 18 fathoms.

CAVALLA Port, or the Horse harbour on the W. coast of S. America, is 6 leagues N. N. W. from Port St. Nicholas, being high land all the way, and making in ridges which run back eastward. There is a large bay at midway between, which is accounted very dangerous, because it is subject to calms in deep water, and because a tumbling sea comes in upon every ordinary gale of wind from without. To sail into the Port of Cavalla, go to windward, having the boat at the stern, yards and topmasts struck, and the anchor a pick ready to let go; and run in under a sprit-sail and a mizen. But there are some dangerous rocks under water just off the head; however there is one above water, called the Fravly or Friar, which shews where they are. After passing these dangers, there is an excellent harbour, and secure riding in from 8 to 9 fathoms water. From this port to the Morro Quemada, or Burnt Head-Land, is 12 leagues to N. W. by N.

CAVALLERO Bay, on the S. side of the

the Island of St. Domingo or Hispaniola, S. from the town of St. Domingo, and not far from the S. E. extremity. It is situated at the mouth of the River Ro- mane, about W. S. W. from Saona Island, off the extremity of the island, in lat. 18 deg. 3 min. N. and long. 68 deg. 35 min. W.

CAVALLES Islands, a group of islands under the main land, on the coast of New Caledonia, 22 miles N. W. by W. half W. from Cape Bret. See BRET.

Cape CAVALLO, on the W. side of the Island of Corfica, is on the S. side of the peninsula, which runs off westward from Calvi on the N. W. coast of that island. It is the N. W. point of Port Galera or Galere in the bottom of the deep bay, formed by the Capes Revellate and Lougarbe, and the S. E. limit of another bay under the N. shore of the larger one, within the Cape Revellate. In both these bays there is good anchorage; and off the cape, not far from land, is a small island at S. W. There is a tower on the cape upon an eminence.

Porto CAVALLO or CAVAILLO, on the E. side of the Island of Sardinia, about 6 or 7 leagues N. from Cape Carbonera. It has anchorage in a bay, with from 10 to 7 fathoms water, and less, as ships approach the shore.

CAVALLO is a sea port town in the Province of Venezuela in the country of Terra Firma, or isthmus of Darien, on the N. Coast of South America, 25 miles N. E. from St. Jago de Leon. It is in lat. 10 deg. 15 min. N. and long. 68 deg. 12 min. W. See Port CAVALLOS.

CAVALLOS Bay, on the W. coast of Africa is between Capè Bajador and Cape Olloguedo, which is 56 leagues to the S. W. from it. There are several good capes and bays between them, though of little importance. It is a very rugged coast and the rocks standing out together, are called the Seven Capes or Points. Here is the large bay of Rubias; and Cavallos Bay, which is large and a fine sandy shore, continues so as far as the Cape Olloguedo.

CAVALLOS Cape, on the W. coast of Africa, is half a league to the E. from the River Genovesos. It is a reef of high rocks off the E. point of the River St. Vincent, on which the sea breaks violently, and makes a terrible noise.

It lies to the E. southerly from Sanguin River, about 5 or 6 leagues.

Porto CAVALLOS, on the S. side of the Island of Lancerota, the most easterly of the Canary Islands. This port is to the W. of another port on the same side of the island called Port Naos, and not above a cannon shot from it. This port is very narrow betwixt the rocks, which lie to seaward, and but little more than a good cable's length broad, and not above a cable's length and a-half from the mouth of the haven to the main land. The mouth of the haven also is far from being broad; but at high water the rocks on both sides remain a good way under water, and appear again when the tide is out. There are two small islands between the two ports, of which the northernmost is greatest, and has a channel for boats within it at high water only, being dry at low water, but no vessel of burden must attempt it. On the southernmost little island are the ruins of an old castle; and from the S. side of it a reef shoots off, to the southward or westward of which lies a very narrow bar, not more than 10 fathoms broad. There are also two beacons on the main land, which must be brought one in the other, and so sail right in. There is no more than 12 or 12 feet and a half at high water and spring tides; the ground in the mouth of the haven is also hard, and nothing but rocks where a vessel must go over. But it is clean sandy ground within, where a ship that draws no more than 10 or 11 feet water may go in with the highest of the tide. Most part of the rocks in the haven's mouth, on both sides, lie covered, so as to admit a passage over them with boats; but there is no more than a foot or a foot and a half water at the ebb, so that a ship's boat cannot go in them. Within the haven, it is land-locked for all winds, even in hard gales, and the water always smooth. The full sea at spring tides makes about 1 o'clock, or a little sooner. A small church is the only building near this port, the town being 3 leagues off betwixt the mountains; and no fresh water can be got. It is, therefore, no tempting place to go into, besides its having neither fruit nor vine.

Port CAVALLOS, or CAVALLO (which see) on the S. side of the great gulf or Bay of Honduras, on the E. from Dolce or Dulce Gulf, and Fort Omoa, is so called

called from the circumstance of a ship's being loaded with horses and driven in there, all of which were obliged to be thrown overboard. Two shoals lie off from each point of this bay, so that to go in ships must keep in mid channel; but it is all clear within, and they may anchor any where at pleasure.

Port CAVALOR, on the N. coast of the Levant, is nearly N. from the middle part of the island of Cyprus, and is formed by a small peninsula, which runs off from the land to the westward, in a direction parallel to the coast. The peninsula also runs off so as to form a W. point, and consequently a shelter or port on that side; but this port is round the E. point and runs in again to the W.

CAVANOS Bay is 4 leagues E. from the great bay of Honda, and W. from the Havannah, between which it lies towards the N. W. end of the Island of Cuba. It is a fine open bay with from 4 to 5 fathoms in the entrance, and from 8 to 9 fathoms within; and it runs in so far, as to be capacious enough to receive the largest fleet of ships that can usually frequent those seas. Many other small places are to the eastward towards the Havannah, which have good anchorage; but from their vicinity to such fine bays and roads, are neglected for them.

CAUCATTA, a ridge about a league and a half from Pisco towards Canette, to which ships passing along must give a good offing. It is made by the freshes from the River Pisco, and is the only foul part of the coast between these places. See **CHINCA** and **CANETTE**.

CAUDEBEC, in the River Seine, on the coast of France in the English channel, is on the N. side of that river, and more than half way up from the sea to Roan. Of this we can give no farther directions than to take a pilot at New Haven, which we would wish seamen absolutely to rely on; such as we are able to present to our readers are here offered, which they may compare with the occurrences under the care of a pilot. Go into the river with the tide through the first bank, which lies from mid channel at the entrance of the river's mouth; there is from 4 to 5 fathoms E. S. E. to Honfleur, on the S. side, almost opposite to Havre de Grace, but somewhat farther E. then sail E. N. E. towards a point on the N. shore, at which point a ship will have passed the

first bank, which runs along on the land-board. There is also a strong tide called the Barre, and what English sailors call a Boor, at every flood, so that even anchors and cables can scarcely stay a ship, and resist its violence. Run along the N. shore from this point, as far as the light opposite to Quillebeuf Point on the S. shore; here the river turns circuitously to the S. E. and then to the E. N. E. to the River of Caudobec, which comes in at the angle, where the river again begins to trend to the southward. Its lat. is 49 deg. 31 min. N. and long. 1 deg. 26 min. E.

CAVE's Island, or **Anthony Cave's Island**, is in lat. 3 deg. 10 min. S. and long. 152 deg. 50 min. E. There is another island on its N. E. and a small one with two to the S. of it. They are near the coast of New Ireland.

CAUDU Island, in the East Indies, is in lat. 5 deg. 55 min. S. and long. 73 deg. 25 min. E.

CAVENDISH Bay, on the W. coast of New Mexico, is a very safe bay, into which there falls a good river of fresh water. It is in lat. about 23 deg. N. and within sight of the land of California.

CAVEOLA or **GAIOLA**, a small island so called from the many little caves in it, not far from the Island of Nisida; between which is the small Island of Chioppino or Copino. It is contiguous to the point of land to the W. of Naples, without Paufilypus, a name by which this point is sometimes known. See **NISIDA**.

CAVIANA Island, at the mouth of the great river Amazons, extending with a broad front towards the sea, as if disposed to dispute the passage or entrance into that river. It appears to be the same with what is elsewhere called Carpori. See **CARPORI** and **ARROWARY**.

CAVITA, or **Cavito**, about 3 leagues from the city of Manilla, is a small but well fortified town of the Island of Luzonia, the principal of the Philippine Islands, forming the port for the great ships to the city of Manilla, the river from the lake Bahi here falling into the sea. It is the road for all vessels of burden; and at this town are had pilots for the port of Manilla, and the Straits, as well as for the rest of the smaller islands. The haven can receive 300 sail of large ships.

CAUSAND Bay, the W. part of Ph-

mouth Sound, where ships frequently lie secure against winds from the S. W. and N. under high lands, in a fine smooth and clear bottom of sand, and 9 or 10 fathoms close under the land. It lies in to the N. round the E. side of Peulee Point or Ram Head.

CAURORA River on the E. coast of South America is E. N. E. from the Island Cajan or Cajana, in the mouth of which are 3 islands that must be carefully avoided by a ship going in, keeping off to westward of them, and then standing round in with the opening. It has a good channel, with anchorage in 7 to 8 fathoms, and a slimy clay ground. It is high water on this coast nearly at 6 o'clock at spring tides.

CAUSEY Bank, on the S. side of the channel into the port of Sunderland, a stony bank which must be avoided; to do this, borrow towards the beacon within two ships length, which will effect it. See **SUNDERLAND**.

Cape CAUX, on the N. coast of France, on the English Channel, has been noticed already under the name of **ANTIFER**, which see.

Cape CAXINES. See **ACONATER** Ras.

CAY, or **CAYS**, a general name in the W. Indies for one or more small islands or rocks, or other banks above water. English seamen improperly give them the name of **KEYS**.

CAYANA Island. See **CAJAN** and **CAYENNE**.

CAYBOROUGH River, one of those rivers, which fall into the channel of Arourary, or N. W. branch of the river Amazons, which, though navigable, is useless for want of towns and inhabitants to trade.

CAYENNE Island, is an island on the coast of Surinam, on which is the town of its name. It is near the coast at the most prominent part of it, which is of a circular form, towards the N. E. and is situated in lat. 4 deg. 56 min. N. and long. 52 deg. 15 min. W. To go into the road or harbour, keep without four small islands that lie just off the town, and afterwards bring them to bear at N. E. which will be in the best of the road. To the N. and N. E. are some other small islands and rocks, of which it is necessary to beware. It is 45 miles in circuit, and the road where ships come to an anchor is between Ceperou on the Island, and Cape Corbin on the continent

of Terra Firma. The greatest heats begin towards the end of June, and terminate at the end of November, which is called the dry season. From December till June it rains more or less; but, from the constant easterly winds, the air is nevertheless healthy.

CAYES, on the S. side of the island of St. Domingo, is N. W. from Cape Beata, to the W. of Faisle Bay and Point. It is surrounded by a plain of 6 leagues long, and 4 and a half broad; but its harbour is very inferior, and the air is very unwholesome, though situated in a very fertile soil. It lies nearly due E. from Jacquemel 7 or 8 leagues.

CAYMAN'S Islands, or **CAMAINES** (which see,) are three in number, of which the Great Cayman is in lat. 19 deg. 22 min. N. and long. 80 deg. 10 min. W. about a mile and a half long and a mile broad; the other two islands have no inhabitants.

CAYONNE River, on the N. E. side of the Island of St. Christopher's, in the West Indies, falls into the sea from the W. S. W. near Little Bay, to the southward of Madan's Point. A long reef of rocks runs off to the N. from the eastward for half a league or more from shore; so that a ship coming round for this river should stand off the coast for 2 miles, till the mouth of the river comes due S. when she will be clear of this reef, which, it must be observed, has 19 fathoms water almost close to the N. point it. Come no nearer to it along the N. E. side than 30 fathoms, as there is deep water within 2 miles of the shore.

CAYOS and **CAYQUE** Islands. See **CAICOS**.

CAYPOROUGH. See **CAYBOROUGH**.

CAYS. See **CAY**.

CAYTA or **PYRVA** River, is 5 leagues S. E. by E. from Point Pedras, to the eastward of the River Amazons on the coast of Brazil. On the N. point of the W. shore is the fort of Pyrva, and on the E. shore, about 3 leagues within the points, is the town of Cayta, where is a good road for ships to anchor in, either on the E. shore before the town, or on the W. side under the lee of the castle. The River Tury is 40 leagues from it to the E. S. E. Its former name was Rio Fleman, or Dutch River.

CAZMA. See **CASMA**.

CAZO Island, a small island of the Archipelago, attended by several islets and rocks, especially on the N. and E. side

sides. It is nearly W. from the S. end of Scarpente Island.

CEBU Island, one of the Philippine Islands, in the E. Indian Ocean, situated between the islands Layte and Negro, towards the S. part of them.

CECHUSA Bay, so called from a town of the same name, on the coast of Peru, in S. America, bearing due E. from the Island Lobos de Payta 11 leagues. Its lat. is about 5 deg. 20 min. S. See **PAYTA**.

CEDRAS River, is, one of the rivers between the Island Gallo and Gorgona, on the same coast, the land of which is low. See **GALLO**.

CEFALU, or **CEPHALÆDIS**, a small city or town of the Island of Sicily, with a harbour on the N. side, and E. from Palermo, about S. S. W. from the small Island of Alicur, the westernmost of two small islands, nearly E. and W. from each other. It is in lat. 38 deg. 25 min. N. and long. 14 deg. 0 min. E.

CELEBES or **Macassar** Island, in the East Indian Ocean, situate between lat. 1 deg. N. and 6 deg. S. and from 116 to 124 deg. of long. E. It is subject to prodigious rains for one half of the year, the air of which, from its being under the equator, is consequently hot and moist. It has the Philippine Islands to the N. the Molucca and Banda Islands to the E. and the Island of Borneo to the W. The N. land of Celebes is very high, as ships approach the strait from the Philippines, or any part of the eastern seas to the N. of the equator. The variation of the compass is from 1 deg. to 1 deg. 16 min. W. but most at the N. end of the island. The situation of the W. part is 4 deg. 5 min. S. lat. and 117 deg. 50 min. of E. long. of the S. part, the lat. is 5 deg. 56 min. S. and long. 119 deg. 50 min. E. of the N. E. point, the lat. is 1 deg. 15 min. N. and long. 124 deg. 32 min. E. of the N. W. the lat. is 1 deg. 40 min. N. and long. 120 deg. 45 min. E. the S. W. point is in lat. 4 deg. 40 min. S. and long. 119 deg. 0 min. E. and the S. E. point is in lat. 5 deg. S. and long. 121 deg. 35 min. E.

CELIDONIA Cape, on the N. coast of the Levant, in the eastern part of the Mediterranean, is about N. W. by N. from the W. end of Cyprus Island, and the W. point of the broad and deep gulf of Satala. The small Island of St. Ef-

tesano without the point of the cape, which is rocky, is directly S. from it.

CENCHRÆA, at the bottom of the Gulf of Cenchræa, more usually called the Gulf of Corinth, on the N. side of which is the ancient and memorable city of Athens. The isthmus which connects the country of Achaia on the N. and the Morea on the S. is very narrow, as the land is almost cut through to meet that of Corinth, by the Gulf of Lepanto on the W. side, not far from the opening into the Gulf of Venice. The Haven of Cenchræa was formerly the port to the city of Corinth.

Cape CEPET is the S. point of the peninsula on the W. side of the bay and road of Toulon. Along this easternmost part of the peninsula is a rocky shore, so that the land on that side must have a birth in coming from the S. or W. till the coast, in going along northward, begins to vary towards the W. and to open the road, when there will be from 6 to 12, 15, and even 20 and 25 fathoms, according to the distance from shore. When Fort Louis is fairly open on the N. shore, at N. W. by N. or thereabouts, there is anchorage at half a league E. by N. from this cape in from 15 to 25 fathoms. See **TOULON**.

CEPHALONIA Island, is nearly W. from the Gulf of Lepanto, between Maura on the N. and Zante on the S. The town is situated nearly in lat. 38 deg. 30 min. N. and long. 20 deg. 36 min. E. Within it, nearer the N. entrance of the gulf, is the small island called *Little CEPHALONIA*. It has several havens, of which the best is called Port Arogosto, and is S. of Cape Sidero, the westernmost point of the island. Behind the Island Guardia, before a ship runs into the haven, there is a good road in from 8 to 9 fathoms; which island reaches E. and W. on both sides the haven. Cape Blanco, or the white point, is the S. extremity of the island, and distant from Zante only 5 leagues.

CEPHISUS River, is a river of Livadia, in European Turkey, which falls into, and indeed properly forms the Lake of Copai.

CERADIS Island. See **CARIDIEN**.

CERAM Island, in the East Indian Ocean, is situated to the S. of the Molucca and Gilolo Islands, and to the N. of Amboyna and the Banda Islands. It is about 150 miles long and 60 broad, and

and is mountainous and woody; lying in about 4 deg. of S. lat. and from 127 deg. to 131 deg. of E. long.

CERCELLI or **CORCELLI** Mount or Cape, on the coast of Italy, in the Mediterranean, is a projecting land about 9 or 10 leagues from Gaieta to W. N. W. and about 15 S. E. from the mouth of the River Tiber. There is anchorage both on the E. and W. sides of this mount, which makes in two points, near 2 leagues from each other, and nearly at right angles with the first turn of the coast both ways to the northward. But on the E. side are some rocks off the small Cove of St. Felicité, without which there is 7 fathoms; but on the W. side it is all clear in from 8 to 10 fathoms at S. W. from the mouth of a river which falls into the sea in that direction. Cape Antio is about the midway between this Cape and the Tiber.

CERCELLI or **CORCELLI**, on the N. coast of Africa, in the Mediterranean, is nearly an island projecting northward from the main land, and joined only by a very narrow neck. It has a tower upon it, and except under the S. E. side, which affords a good bay and anchorage in 3, 4, or 6 fathoms, is almost surrounded with rocks and small islets towards the sea. Albouzeme is at the bottom of a bay to the S. W. from a point of land which is W. of Cercelli; but they are both a little E. from Cape Tenes. To the E. of the road of Cercelli is a mosque off the E. side of the bay.

CERIGO, or the ancient Cytherea Island, in the Archipelago, is between the Morea Peninsula and the Island of Candia; near the E. part of the former, and about 17 leagues N. of the latter. It is rocky and mountainous, and between 40 and 50 miles in circuit. The principal town is on the S. side of the island, having a castle near to it on a craggy precipice; but its harbour is open to the S. wind. It is in lat. 36 deg. 20 min. N. and long. 23 deg. 20 min. E.

CERNFORE. See **CARNAROOT**.

CERNOUAILLE Point, or **CORNOUAILLE**, is the inner point of the gullet or entrance into the road or harbour of Brest, already mentioned. See **CAPUCHINES** Point.

CERVIA, is a sea port town of Italy, in Romania, situated on the River Savio, 3 leagues S. E. from Ravenna. Its lat.

is 44 deg. 30 min. N. and long. 12 deg. 17 min. E.

CESAMBRE or **SISAMBRE** Island, is nearly at N. W. from the harbour and town of St. Maloes on the coast of France, distant near a league and a half. On the W. end of the island is a mill, and on the E. end a church with some small houses, being a friary; but as the church stands on the S. side of the island, it is only just to be seen on the N. though very distinct within the island. Half a mile E. from this island is the Mewstone, all the space between being very rocky, and mostly covered at high water; though there is a channel between them for small ships, by persons who are well acquainted.

CESTO Cape, on the coast of Dalmatia in the Gulf of Venice, is 10 leagues S. E. from Long Island, where there is a tolerable road, but no haven. The Island of Bua is due E. from it. The lat. of this cape is about 43 deg. 40 min. N. and it has 17 deg. of E. long.

CESTOS River, on the coast of Africa, to the W. N. W. from Sanguin River, in lat. 5 deg. N. and about 8 deg. of E. long.

CETTE, is a port of Languedoc, on the S. coast of France, in the Mediterranean, 7 leagues to the S. W. from Aigues, and about 4 to the N. E. from the Island and Fort of Brescou. It is on the outside of the long and narrow chain of islands, which form the Narrows within the Beziers to the Rhone. To the S. E. of this town, the New Mole runs off to the E. for about 3 furlongs, and then a little to the N. E. to break off the swell of the sea. A little farther out to the E. in the direction of N. E. is also a stone pier or jetty, of near 300 yards in extent, across the middle of the entrance; and from the shore on the N. the Old Mole runs out S. towards the N. E. end of the jetty, between which is a narrow channel of from 10 to 12 feet for small vessels entering from the eastward. From the S. W. end of the jetty to the end of the New Mole, is a channel of variable depth from 40 to 20 and 15 feet, but deepest towards the jetty. Run in here at mid channel, till the S. end of the town be open from the end of the pier, when a ship will have 15 feet or more; which is the depth within the pier, pretty near to it, as far up towards the town, as will bring the canal on the N. nearly

nearly open. In the S. W. angle of the harbour is only 10 feet; and along the N. side of the harbour in general, not very near to it, is no more than 12 feet. It is in lat. 41 deg. 24 min. N. and long. 3 deg. 42 min. E.

CEUTA Point or Promontory, is the S. extremity to the E. of Gibraltar Straits, and nearly S. from the town of Gibraltar. Of the setting of the tides and currents here, see a general account under the title of GIBRALTAR Straits. Its lat. is 35 deg. 54 min. N. and long. 4 deg. 50 min. W.

CEYLON Island, in the Indian Sea, is contiguous to the S. E. coast of India, lying between the Malabar and Coromandel coasts, round which all ships must sail in passing from one to the other. It is situated between 6 and 10 deg. of N. lat. and from 79 to 82 deg. of E. long. being in length 250 miles, and in breadth 200. The regular rains of spring and autumn on the W. side of this island, a matter of no small consideration to the seaman, have been thus accounted for; that the prodigious height of the mountains stops the free course of the air from E. to W. which would otherwise naturally follow the sun, where it is condensed into clouds that produce wind and rain on one side, while on the other it is perfectly serene. Hence it is that the districts of Colombo, and others on the western coast have seasonable and refreshing rains, from their being most mountainous; whilst in the flat country towards the N. end of the island, about Jafnapatam, &c. they have rains only in October, November, and December, the fogs and strong dews at other times supplying that defect.

CHABI Cape, on the W. coast of Africa, is E. N. E. from Cape Bajador, 50 leagues. See ALBACH.

CHACKTOOLE Bay, in Norton Sound, on the N. W. coast of America, is in lat. 64 deg. 31 min. N. and long. 162 deg. 47 min. W. It has Cape Denbigh for its W. point, off which, when the cape bears N. 68 deg. W. distant a league, is anchorage in 5 fathoms and a muddy bottom. The shoals prevent ships from coming nearer to the shore; even boats will ground at some distance from the beach. But spruce may be obtained here in sufficient plenty.

CHAGRE River, to the N. W. of the Gulf of Darien, is very large and deep before it falls into the sea on the N. coast,

in lat. 9 deg. 20 min. N. and long. 80 deg. 20 min. W. It has a fort on the E. side of its mouth near the shore to defend the entrance, on a steep rock. The custom-house is opposite to the fort, the river is here 200 yards over, but diminishes to 12 at Crux, before it ceases to be navigable. It is 7 leagues from the mouth of the river to the town of Chagre, in the direction of N. W. westerly; but the windings of the river make it more than twice the distance by water. There is a custom-house also at Crux, which is not above 5 leagues by land from Panama. It is a considerable river, and has a long and winding course from the S. and E. part of the Isthmus, at a pretty great distance from its mouth. The soil on this N. coast is various, but generally, where it rises in hills directly from the shore, it is good land; the main ridge of these hills is 5 or 6 miles distant.

CHAIN Island, in the South Pacific Ocean, surrounds a lake in an oval form, about 5 leagues from N. W. to S. E. and breadth about 5 miles, and appears like several islands joined together by reefs of rocks. It is 45 leagues W. by N. from Bird Island, and in lat. 17 deg. 23 min. S. and long. 145 deg. 54 min. W. The variation here is 4 deg. 54 min. E. To the W. from this island there is a large swell from the S. a certain indication of having left the group of islands to the eastward.

CHALA Port, on the coast of Peru in South America, facing the S. Pacific Ocean, is known by the termination to windward of a fair sandy shore, and a large strand, from Cape Arequipa, which is about 16 deg. of S. lat. the land within being very high and mountainous.

CHALE Bay, on the S. side of the Isle of Wight, in the English channel, is round the extreme S. point of the island which forms the S. E. limit of the bay. There is a sunken rock near the extreme on that side, and to the N. W. Atherfield Point and Rocks become the limit, within which last is a small fishing cove for boats only. The whole bay is indeed so full of smooth rocks that there is no anchorage.

CHALEURS Bay, in Nova Scotia, on the coast of North America, runs in from the N. E. point at Port David for 2 deg. or more to W. by N. varying in breadth from 8 or 10 leagues to 3 or 4 only.





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CHALK Grounds, are shoals of the coast of Livonia in the Gulf of Finland, which, with many others, lie off to seaward, having a channel between them and the main, in passing along eastward, from Revel to Narva by the S. shore.

CHALKY Island. See CALK Inch.

CHAMA, or CHAUMA Cape, is at the W. point of the Gulf of Panama, from whence the coast trends W. to Haguera Point 7 leagues. All ships bound to the N. W. and to Acapulco, make this point of the large and deep Bay of Panama. It is also called the S. point of the bay, which lies within on the W. side of this great Gulf of Panama.

CHAMBER Nefs and CHAMBER of Rye. See RYE.

CHAMETLA Islands, in a bay on the W. coast of Mexico, running in about 8 leagues to N. E. from a low point of land, with some high crags and a little rock or bare island close to it. This point is between 2 and 3 leagues N. W. from the rocks of Aquipatlillo, having good anchorage on the N. W. side of the rocks near it, and sheltered from the S. E. to S. W. From these Islands of Chemetla within the bay, it is N. W. to Cape Corientes on that coast.

CHAMETLY Islands, on the same coast, but farther to the N. are 6 islands at the entrance of the Gulf of California, towards the Spanish side, lying just opposite to Cape Lucas, and due E. from it, in lat. 23 deg. 11 min N. and nearly under the tropic.

CHAMPETAN, on the E. coast of the Bay of Campeachy, in the great Gulf of Mexico, is 10 or 12 leagues nearly S. from the city of Campeachy, and was formerly a famous port for logwood. From hence to the harbour of Port Royal it is 18 leagues at S. W. by S.

CHANCE Bay, in the Straits of Magellan is to the S. S. W. from Cape Quod 5 miles. The ground in it is very rocky and uneven, and therefore should, if possible, be avoided. It is near the N. W. end of a long narrow island, which has several other bays on its N.

side more to the eastward; this island forms the S. side of Crooked Reach.

NEW CHANEY. See BUNGELO.

CHANNEL, so called by way of eminence and distinction, both by seamen and in common language, is meant of the English channel, or the space of sea between the S. coast of England and the N. coast of France. To make it, in coming from the W. or S. endeavour to get within the parallels of 49 deg. 30 min. and 49 deg. 40 min. of N. lat. If possible, keep to the southward of 49 deg. 45 min. at farthest. If the islands of Scilly cannot be seen, on account of fogs or hazy weather, which is frequently the case, when a ship has got soundings in 55 or 50 fathoms between these latitudes, she may run boldly in at E. by N. which will be a mid-channel course nearly to Beachy head or Dunge Nefs. When a ship has 55 fathoms off the mouth of the channel, and stony ground, with some small red shells, she will be about S. S. W. from the Scilly Island, and in sight of them, if the weather is clear.

If a ship has had no observation for several days before she falls in with the CHOPS of the channel, as the opening from Ushant to the Scilly Islands is frequently called, directions have been given to judge of the situation nearly by the soundings. We shall here produce them; premising, that all persons coming from a long voyage, or from a distant cruise, will try for soundings in time, and keep within the lat. of 49 deg. N. In this lat. and at 66 leagues from the Lizard, they will find 90 fathoms and a fine sand; but if in the lat. of Scilly, the ground will be coarse and only 80 fathoms. The depth of 90 fathoms, or within 5 fathoms of it, is between 49 deg. and 49 deg. 30 min. shoaling or deepening so much alternately, for several changes. When the soundings are only 64 fathoms, with sand and black specks, like beaten pepper interspersed, Scilly will bear N. E. by N. 14 leagues. At any other depth from 90 to 64 fathoms, and the same ground, the channel is fairly open. If a ship is in lat. 49 deg. 30 min. with 75 fathoms, she must steer a point or two to the southward of E. to prevent being drove to the northward, till she gets within Scilly; and take care not to exceed this lat. without making land. Abreast of Scilly, between lat. 49 deg. 20 min. and 49 deg. 40 min. is 60 fathoms; and in the latter

lat. abreast of the Lizard is from 40 to 35 fathoms.

If a ship is in the lat. of Ushant, or more southerly, and in from 90 to 70 fathoms, she will have reddish gravel sand, with pieces of shells, which are peculiar to this part of the channel. With 86 fathoms and in the lat. of Ushant, the distance from it is 36 leagues; with 70 fathoms only 11 leagues. Come no nearer in the night than 65 fathoms.

In the lat. of Scilly or to the N. of it, in from 85 to 60 fathoms, there is ooze on the lead; in that case always haul to the southward into coarser ground, which is on the S. of Scilly. There are black stones on the lead near Scilly, which are found no where else on approaching the channel; within 3 leagues of which is 53 fathoms, therefore come no nearer than that depth in the night. To know if a ship is within Scilly, the water is deeper to the S. and shoaler to the N.

On approaching the Lizard, come no nearer than 45 fathoms by night; and always keep without 40 fathoms, in running up channel to keep clear of the Eddystone, between the Start and Portland without 24 fathoms, and between Portland and the Neis without 20 fathoms, if the weather is thick or in the night. Observe, however, that between the Ile of Wight and Beachy Head there are from 30 to 38 fathoms water, the latter of which is about 4 leagues from the Owers and Eastborough Head; this is necessary to be noted, lest it should lead to mistakes, in supposing a ship to be farther out than she really is. In the fairway up channel, is always fine sand mixed with black specks and hake's teeth. It is probable that, before a ship has got so far up, she will have made some land.

CHANNOCK, in the River Hughly, in Bengal, in the East Indies, is below Degon; and in the reach there are two shoals, of which one is on the side of the town, and the other almost on the opposite side. The first extends from about half a mile above the town to a quarter of a mile below it, and is called the upper shoal; to avoid it, keep the W. shore on board as far as to a single tree on the lower end of the clear sand to the lower end of the said plain ground if the mark should be displaced, and then steer over with some trees about Channock House as far as mid-channel, but no farther, being then between the two shoals. Keep

on in this offing of the channel, heaving the lead, so as to go clear of the lower shoal; then edge over gradually towards the Channock shore right on with two bluff trees, between which and the bank of the river stand two palmetta trees with a small house under them, bearing E. and W. with a pagoda, which is on the W. shore. From hence, in coming down the river, keep the E. shore close on board into Titegar or Tiltegar Reach.

CHANRY Point, is a low sandy point, in the passage from Cromartie in the Murray Frith, on the N. E. part of Scotland to Inverness, after passing the point of land called Shuter; between these two points keep the W. shore close on board. It is very narrow at Chanry, and after passing it upward keep to the same shore as far as Monloch Bay; which sail across to the mouth of Inverness River. There is anchorage within the Point of Canry for persons not well acquainted; or a pilot may be had at Cromartie.

CHAO Cape, on the coast of Peru in S. America, in lat. 8 deg. 35 min. S. is 6 leagues N. W. from Porto Santa. To the southward of Cape Chao are the Corcobados Rocks, or Humpbacks, along shore, having ledges and shoals between them and the main; no attempt must, therefore, be made to pass within them towards the shore. From this cape is 16 leagues N. N. W. to Port Guanchaco, the Cape of Guanape lying between at 7 leagues N. W. from Chao; this cape is a high precipice, having several small white rocks just before it, looking like islands; to the windward of it is a little blackish island by which the entrance will be known. On this coast is no dependence in the shoalings of the shore, as there is no road or anchoring place for near 20 leagues; so that ships must run into the harbours, if necessary, wherever they can be found.

CHAON Island, a small island which is about half a league off the W. point of St. Nicholas, one of the Cape Verd islands in the Atlantic Ocean.

CHAPEAU Rouge, or Red Hat, is the W. point or entrance of the Bay of Placentia, on the S. coast of Newfoundland, at W. by N. 15 leagues or more from Cape Mary, which is the E. point.

East and West CHAPEL, marks for sailing into the Veer Gat or channel, on the coast of Zealand.

CHAPEL Island, off the Port of Amoy, on the E. coast of China, sometimes called the Hole in the Wall.

CHAPEL Valley Bay, in the Island of St. Helena, is the only part of the island wherein there is anchorage. It is situated at the E. end in a small valley, as the name denotes; and as the wind always blows here from the S. E. it is clear that if a ship overshoots the island ever so little, she cannot recover it. This is the only landing place on the island, all the other parts being so very high and steep as to be inaccessible; and it is defended by batteries of guns which are so placed as to be level with the water.

CHAPEL or **CHAPPLE** Island, is a small island about a league S. by E. from the mouth of Yeughall Haven, on the S. coast of Ireland, to the E. of Cork Harbour. There is a good road under it on the E. side, where ships may anchor which come before this harbour at low water, and wait for the last quarter flood, to carry them in; when there will be 4 fathoms water upon the bank.

CHAPEL Land, on the coast of Norfolk, is 2 leagues S. by W. from Burnham, having the Sunk about 2 leagues to the N. of it, which is dry at low water, about which ships may sail on either side into **LYNN**, which see. Here is a light-house, but no harbour farther to the N. on this coast.

CHAPMAN'S, or Hout Bay, at the Cape of Good Hope, is a small inlet or bay at the mouth of a river, which comes in from the N. behind a range of the cape mountains, that runs along shore from the point of Cape Town. The whole coast between them is lined with rocks, as the entrance is also on each side into the mouth of this river or bay, in lat. 34 deg. 4 min. S. bearing about S. by W. from the Cape Point.

CHARABON, is a sea port town on the N. coast of the Island of Java, in the E. Indies, 43 leagues E. from Batavia, in lat. 6 deg. 5 min. S. and long. 109 deg. 5 min. E.

CHARAX Promontory, or Kara Kaya, in lat. 44 deg. 12 min. N. and long. 35 deg. 36 min. E. is the S. point of a small peninsula, round which the eastern coast of the sea of Azoph trends to the N. E. On the S. W. side is a large square bay, the western limit of which is in lat. 44 deg. 10 min. N. and long. 35 deg. 20 min. E.

Cape CHARBON, is on the E. side of the Island of Cape Breton, on the coast of North America, to the S. of Spaniard's Bay, and the N. point of a bay which lies between it and the large Bay of Morienne.

CHARENTE River, is a river of the district of Saintonge in France, which runs by Rochfort, and falls into the Bay of Biscay, opposite to the Island of Oleron. To enter it, as it is only passable for large vessels at and near high water, having got the Island of Aix just on the larboard, run in a straight line to S. E. into the mid channel of its mouth under the fort of the N. point. This course will pass Isle Madame, on which is a fort, on the starboard, within which there is but from 3 to 5 feet, and in the fairest of the channel not more than 6 in some places; but the water at spring tides rises 20 feet, about 4 o'clock at full and change. Rochfort is up this river, on the N. side of it, which, by its circuitous course is there on the W. of it.

CHARENTON, a large town on the River Seine, is but 3 miles S. E. from Paris, and in lat. 48 deg. 45 min. N. and long. 2 deg. 20 min. E.

Cape CHARLES, on the N. E. side of Hudson's Straits, is a projecting point of land, nearly at E. by N. from the fairway of the opening into Hudson's Bay, in lat. 62 deg. 46 min. N. and its E. end is in long. 74 deg. 20 min. W. and the W. end in 75 deg. 35 min. W. It has been represented as the N. W. limit of an island of considerable extent, and of a rhomboidal form, consisting of four sides, an inlet of the sea here running in towards the N. E.

Cape CHARLES, another promontory on the Labrador Coast, is nearly S. from the S. point of the great bay of Elqui-maux, and to the N. easterly from the straits of Belleisle at the N. end of Newfoundland.

Cape CHARLES, the S. point of Maryland, or northern entrance into the bay of Chesapeake, and one of the capes of Virginia, is in lat. 37 deg. 11 min. N. and long. 75 deg. 57 min. W. off which is the small island called Smith's Island, the coast to the northward as far as 38 deg. having many small islands lying along it. Many shoals lie off this cape, so that ships keep an offing, and indeed it is more safe, if persons are not very well acquainted, unless they have

have an able pilot on board, to go without the reef which runs off from the cape nearly towards the middle ground, and without that also, and go for Cape Henry, the other Cape of Virginia, or S. point of Chesapeak Bay. See *Cape HENRY*.

CHARLES Fort, a garrison of Ireland, on the S. coast, at the entrance of Kinsale Harbour, in lat. 51 deg. 1 min. N. and long. 8 deg. 50 min. W.

CHARLES's Gutt on the N. E. side of the island of St. Christopher's, or St. Kitt's in the West Indies is at the mouth of a river which comes into the ocean to the E. of Red Flag Bay, not a league to the N. W. from Cayon River.

CHARLES's Island, Black Point, near the E. coast of Greenland, is in lat. 77 deg. 30 min. N. and long. 11 deg. 10 min. E.

CHARLES's Island or *CHARLTON Island*, on the E. shore of Labrador in N. America, in lat. 52 deg. 3 min. N. and long. 79 deg. 5 min. W. It is in Hudson's Bay towards the S. part of it; on which island Capt. James wintered in 1630, but lost many of his people. See *CHARLTON*.

CHARLES's Island, in the Straits of Maghellan, is one of the small islands, which possess the middle between the two main shores, in the part called Royal Reach. On the S. side from this island nearly, runs in a sound to the southward, having a small round island at the entrance. When a white patch on this island bears S. W. that is one of the marks for anchoring under Cape Galant.

Port CHARLES, on the N. E. coast of New Zealand in the S. Pacific Ocean, is directly S. from the S. end of the Barrier Islands, and 2 leagues to the E. from Cape Colville.

CHARLES River, in New England, after a variable and circuitous track, and receiving the streams of several rivulets in its passage, falls into the sea in Boston Bay.

CHARLES's River, or *Little River*, comes into the river St. Lawrence from the westward, on the N. side of the City of Quebec.

CHARLES Town, in the Bay of Massachusetts in New England, is situated to the N. of the town of Boston at the angular point between the mouths of Charles's River on its S. W. and Mystic River on its N. W. The river at the

influx, is about the same breadth from this town to Boston, as the River Thames is at London Bridge, but within it forms a large basin behind the town of Boston. It stands in lat. 42 deg. 26 min. N. and long. 71 deg. 5 min. W.

CHARLES Town, up the Patowmack River, a large river which falls into the Chesapeak in lat. 38 deg. N. is situated on the N. side of a bight in that river, in lat. 38 deg. 35 min. N. and long. 74 deg. 55 min. W. Mount Vernon, the house of General Washington, is but a few miles to the N. of it, near the same river which there runs up N. and N. E.

CHARLES Town, the principal town of South Carolina, is situated on a point of land between the rivers of Ashley and Cowper, but faces more to the N. W. to the latter of them. There is a bar to the river, which admits no ships of more than 200 tons burthen; but there is 16 feet on it at high tide, and after a ship has got up close to the town, there is good riding. Ashley River is navigable for ships 20 miles above the town; but Cowper River is not deep enough for ships so far distant, though boats and small vessels go up much farther. On Middle Bay Island, near it, is a light-house, which, according to some accounts, is in lat. 33 deg. 42 min. N. and long. 80 deg. 45 min. W. It is high water here at spring tides at 7 o'clock. Here must, however, be some contradiction in the different statements of the lat. and long. and, therefore, we recommend a cautious and prudent attention to ascertain the truth.

In coming from the N. the Passage is along the S. E. side of Sullivan's Island, pretty near to it, so as to avoid the N. end of the N. breakers, a bank or sand so called, which is S. from about the middle of that part of the island, at about half a mile distance. The best of the channel from that part towards the town may be therefore estimated at about one third of a mile, and parallel to the shore, turning round with that island towards the W. and running about W. by N. till the S. E. point of the town bears W. by S. at a mile distance. The ship will then be clear of a sand on the larboard, and also of a shoal along the S. E. side of the island of Marsh or Shute's Folly, which forms the channel of Cowper's River on its S.

S. W. side, opposite to the town. Between this island and the town is anchorage in 5 and 6 fathoms. The lat. is 32 deg. 50 min. N. and long. 79 deg. 30 min. W. according to some accounts.

CHARLES Town, in the island of Nevis, near the S. E. end of the island of St. Christopher's, is the principal town upon it, which has a tolerable road or bay, and is a place of some trade. Its lat. is about 17 deg. 22 min. N. and long. 62 deg. 35 min. W.

CHARLTON Island affords a beautiful prospect in the spring, situated as it is amongst mountains of ice in the S. part of Hudson's Bay, being spread with trees and branches which exhibit one general green tuft. Its lat. is 52 deg. 3 min. N. and long. 79 deg. 5 min. W. See CHARLES's Island in Hudson's Bay.

CHARLOTTE Bay, on the coast of North America, is in lat. 44 deg. 34 min. N. and long. 63 deg. 55 min. W. and has high water on full and change days at 8 o'clock. The variation here a few years ago was 14 deg. 30 min. W.

Cape CHARLOTTE, is 8 leagues N. by W. from Cooper's Island at the extremity of South Georgia, which are the two limits of Sandwich Bay; and it also, with Cape George, from which it is S. 37 deg. E. at 6 leagues distance, forms Royal Bay. Its lat. is 54 deg. 32 min. S. and long. 36 deg. 11 min. W.

Queen CHARLOTTE's Foreland, the S. W. point of New Hanover, at the distance of 9 or 10 leagues to the S. E. point. The lat. is 2 deg. 29 min. S. and long. 148 deg. 27 min. E. See HANOVER. It is a high bluff point, with many hummocks about it; and is only 12 leagues from Cape Byron, the S. W. extremity of New Ireland.

Queen Charlotte's Foreland, at the S. E. extremity of New Caledonia in the S. Pacific Ocean, off which is BOTANY Island, which see. It is in lat. 22 deg. 15 min. S. and long. 167 deg. 12 min. E.

CHARLOTTE Harbour and River, on the western coast of E. Florida, within the great bay of Mexico, is in lat. about 26 deg. 40 min. N. and long. 82 deg. 40 min. W. It is high water here at spring tides at 8 o'clock; and the va-

riation of the compass is said to be 12 deg. 30 min. E.

Queen CHARLOTTE's Island in the S. Pacific Ocean, is about 6 miles long and only 1 in breadth, situated in lat. 19 deg. 18 min. S. and long. 138 deg. 4 min. W. Variation from 4 deg. 46 min. to 5 deg. 20 min. E. Three wells of very good water are upon it, but a great surf breaks on the beach, which makes it difficult to get off the water, and other things procured here, as no anchorage is found. The island is sandy and level, and contains much scurvy-grass and cocoa-nuts.

Queen CHARLOTTE's Islands, in the same ocean, consist of Lord Egmont's Island or New Guernsey, Lord Howe's Island or New Jersey, Lord Edgcumbe's Island or New Sark, Ourry's Island or New Alderney, and Swallow's Island, which see under their respective heads.

Queen CHARLOTTE's Sound, within the N. end of the southern island of New Zealand, the entrance of which is in lat. 41 deg. 6 min. S. and long. 174 deg. 15 min. E. is near the middle of the S. W. side of the channel between the two islands, called Endeavour Straits. The S. E. head of the sound is called Cape Koa-meroo, forming the narrowest part of the strait, off which are two islands and some rocks; and from the N. W. head runs out to N. E. by N. a reef of rocks for two miles, partly above and partly under water. At the entrance it is 3 leagues broad, and goes in S. W. by S. then S. W. and afterwards W. S. W. at least 10 leagues. In this sound are some of the finest harbours in the world. Be particularly attentive to the tides in sailing in or out, especially when there is but little wind; which make high water at spring tides at 9 or 10 o'clock, the flood setting strongly from the S. E. over the N. W. head and the reef which runs off, and the ebb running still more rapidly to the S. E. over the rocks and islands near that head of the sound. In turning out of the sound eastward, it is necessary to stand off so as to open the strait well before the ebb tide begins to run, and the N. E. shore is much the safest, and on that account to be recommended as free from rocks and shoals. The variation of the compass in this sound is from 13 to 14 deg. E. and the tides rise in some places 6 feet, in others 7 or 8 feet.

In

In the sound is a rock, which is just even with the surface of the sea, and has deep water all round it, 4 miles to S. by E. half E. from the outermost of the Two Brothers, in a line with the white rocks, and on with the middle of Long Island. The sound affords plenty of fish, celery, and scurvy-grafs.

CHARLOTTE TOWN, a place so named in St. John's Island in the gulf of St. Lawrence.

CHARLOTTE TOWN, is a town on the S. W. side of the island of Dominica in the W. Indies, situated on the S. side of a deep bay.

CHARN Point, a headland on the coast of Greenland, in about 70 deg. of N. lat. to the N. E. of Lade Ford.

CHARPENTIER Creek, at the extreme N. end of the island of Martinique, on the S. W. from an island which is situate to the W. by N. from the nearest point of Trinity Bay.

CHARRE or **CHEVRE le Bec**, or point, is the W. point of the extensive bay of Douarne Nefs on the coast of France, nearly S. by the trending of the coast, from Breff Harbour, as the land falls off to the S. E. from Camaret.

CHARROY Bank, is a bank of sand which lies between the Castle of Oleron and Brouage on the W. coast of France. It extends from the reef that runs off to N. W. from Brouage, almost as far as to the sand mark which is southward of the Castle of Oleron. In the middle of the channel, between the Charroy Bank and that mark, there also lies a narrow slip of sand along the channel for a mile in length, betwixt which and the land mark to the westward is 4 fathoms at low water.

CHARTER Bank, is a large bank about a mile to the southward of Cordovan Tower, off the river of Bourdeaux, extending for a league to the E. and W. and about half a league N. and S. having the Olive Bank to the S. of it.

CHARTIER's Rocks, which are never seen but at very low ebbs, lie about half a mile to the westward of the Barbotes, which is half a league to the S. of the Curtois Bank. They are all near the N. coast of France in the English Channel. See **BARBOTES**.

CHARYBDIS, a whirlpool in the narrow strait of Messina between the point of Calabria in Italy and the island of Sicily. It was very famous in ancient

times, and vessels were very often driven by it on the rocky promontory of Scylla, now known by the name of Sciglio, opposite to it, while the mariners were exerting every endeavour to avoid it. We are informed that by the earthquake, which happened in the year 1783, this dangerous phenomenon is entirely removed.

CHASSIRON Tower on the island of Oleron, on the coast of France, for which See **ANTIOCHE**.

CHAT Bank, a tail or bank of sand which lies to W. S. W. more than two miles from the Ras point, or Ras du Bec, on the W. coast of France. On this bank are some rocks which are dry at spring tides on the ebb. It is situated at the E. end of the shoal called Point de Saint or the Seams, and is about half a league westward of the Corleau.

Cape CHAT, on the S. shore of the river of St. Lawrence, nearly opposite to Trinity Point on the N. shore.

CHATEAULIN River. See **AON River**.

CHATEAUX Bay, at the N. E. angle of the gulf of St. Lawrence, is round the W. point of St. Peter's River, off the S. W. end of the island of Belleisle, at 5 or 6 leagues distance.

CHATEAUX Point, in Grande Terre, in the W. Indies, is in lat. 16 deg. 14 min. N. and long. 61 deg. 9 min. W.

CHATELAILLON, on the W. coast of France is situated on a point to the N. E. from the island of Aix, and its bay which is nearer shore to the eastward of Basques Road, and to the N. of the point, varies in depth of water from 5 to 3, 2, and even 1 fathom, the nearer the approach to the shore, of which a considerable part is dry at low water. There is anchorage and sufficient depth about N. by W. from the island of Aix. But in turning along to windward give a good birth to Chatellillon Point, as there are sunken rocks westward into the sea from it half a league; and the whole coast abounds with stony banks and sunk rocks from point de Che to Point Courcil; the S. limit of the entrance into Rochelle. It is 5 miles S. of Rochelle.

CHATHAM, on the River Medway in the county of Kent, on the opposite side to Rochester, has one of the completest dock-yards and arsenals in the world; which has been improving ever since the

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the time of Queen Elizabeth, who first begun it, and is now defended by strong and extensive fortifications. Many of our largest ships of war are here laid up in time of peace. It is in lat. 51 deg. 22 min. N. and long. 36 min. E.

The Chest at Chatham was instituted in 1558, after the defeat of the Spanish Armada, which then annoyed the English Channel, and threatened an invasion and complete conquest of the country of England; and commenced by an agreement of the seamen in her service to allow a portion of each man's pay for the relief of their fellow sailors that had been wounded in the defeat of that Armada. This establishment has been ever since continued.

CHATHAM Bay, round the Cape of Florida, is on the W. side of the peninsula, within the Gulf of Mexico. It is a spacious Bay, to the N. W. from Cape Sable, having Cape Roman for its westerly point, being in lat. 25 deg. 43 min. N. and long. 82 deg. 20 min. W. See *Cape Roman*.

CHATIGAN, a port town of Bengal in India, at the mouth of the eastern branch of the Ganges.

CHATS Sand. See CHAT.

CHAUCAI, a port on the coast of Peru, is 3 leagues N. W. from the great rock of the Piscadorés. The land next the sea is high, and makes with a break or cleft in the middle, and is called Sierra de la Arena, or hill of fine sand. It is very inconvenient for calms, as there is a great sea in the deadeft calms which pushes a ship forcibly on the coast so as to render it nearly impossible to keep off shore; and if a vessel is taken in a calm, which is bound in here, it is better to go on by the Island Hornigás. Yet is it nevertheless a very good port, and land-locked against southerly winds, which are here the most boisterous; though there is sometimes a great sea in the harbour, from the sea breezes which blow right in, and continue long, against which there is no shelter. But this swell is not too great for ships to ride it out, if their ground tackle be good, as there is good anchorage in a hard sand.

As the port is to leeward of the headland, run close in under it, and anchor anywhere, the whole being clear ground; but in going out, come not too near a small bay, which may be seen at the entrance, as it is all foul, and has many

sharp rocks under water, that are very dangerous. Fresh water and good provisions may be got here, especially flour, oil, wine, and brandy. From hence to Chaucaillo is 2 leagues to N. by W. the shore being all the way ridgy and full of hillocks, looking blue at first making them from the sea, occasioned by their being overgrown with thick bushes that causes them to look dark.

CHAUCAILLO, a little town, as in the preceding article, having the same common port of Chaucai, which indeed is not very much frequented; this lies half a league from the shore, and on coming near it, both the hillocks and town appear white. The church of St. Francisco is very plainly seen.

CHAUL, is a city on the western coast of India, on the banks of a river at 2 leagues distance from the sea. Ships go up to it with the tide of flood, and anchor opposite to the town. It has a fort, called Morro, to command the entrance of the harbour; and is distant from Goa to the W. of N. 83 leagues or more, on all which coast the Malabars or Natives formerly were pirates of several nations, falling on all they met with, and having great numbers of boats full of men. This has been much checked; and almost finally extirpated; by the English settlement at Bombay.

Van CHEAU, an Island of the East Indies, in lat. 18 deg. 50 min. N. and long. 110 deg. 40 min. E.

CHEBECTO or CHEBUCTO Harbour, on the coast of Nova Scotia, is one of the finest harbours in the world. Its entrance is from the S. having a large island on the N. E. side, called Cornwallis's Island; between which and the S. W. shore is a channel wide and deep enough for the largest ships. George's Island is 6 or 7 furlongs N. from the N. W. point of Cornwallis's Island, on the W. side of which the channel is about three quarters of a mile broad, with 12 and 14 fathoms. Sandwich or Hawke's River is on the larboard side going up, nearly W. from the said N. W. point of Cornwallis's Island, from which at the E. point a sand projects eastward, so as to have only 4 and 5 fathoms water; and to the N. of it is Spaniard's Shoal about a mile and a quarter S. from the town of Halifax. Bing's Beach is N. of the town, and America Point about 3 miles N. The lat. is 44 deg. 45 min. N. and long. 63 deg. 18 min. W.

CHE de Bois, is the N. W. limit of the entrance into Rochelle, on the coast of France, about 2 leagues and a half at N. by W. from the island of Aix, under which is good anchorage in 5 or 6 fathoms and fine soft ground. It is on the eastern part of a double point of land, having on it a fort; and to come to it from the westward, having the S. E. end of the island of Rhé close on the larboard, the point will bear at E. half N. Keep in that course nearly, or bring the great Tower of Rochelle a ship's length without the point, and in this direction the fairway will pass the N. end of the Lavardin Bank on the starboard, and have from 12 to 14 fathoms.

CHEDUBA Islands are some small islands off the coast of Ava, to the S. of Aracan River, and on the E. side of the bay of Bengal, having several smaller islands within to the E. and N. in about lat. 18 deg. 35 min. N. and long. 92 deg. 25 min. E.

CHEEP Rocks, or Sheep Rocks and Island, are off the point of the entrance on the starboard side into Milford Haven, and nearly S. under shore from the Block House on the point.

CHEEPOONSKI Nois or Point, on the E. coast of Asia, is in lat. 53 deg. 8 min. N. and long. 160 deg. 40 min. E. and 32 leagues N. E. by N. from Cape Gavareea. It is 17 leagues also E. N. E. quarter E. from Awatka Bay, which consequently lies between the two capes; and is a high projecting headland, with a considerable extent of level ground lower than the Nois which unites it to the continent. The same appearance makes from the southward. See **AWATSKA**.

Cape CHEGNACTO, on the coast of Labrador, or North America, is in lat. 45 deg. 25 min. N. and long. 64 deg. 58 min. W. It is high water here at spring tides at 11 o'clock; and the variation is 14 deg. 40 min. W. See **CHIGNECTO**.

CHENAS Islands, lie in lat. 45 deg. S. on the South Pacific Ocean, but are of little use, because the excessive rains drown the soil. They are situated in a bay or bight of the coast, within the S. E. end of Chiloe Island on the coast of Chili in South America.

CHENU River, on the coast of Carthage, is W. from the islands of Barnardo. See **BARNARDO**.

CHEPELIO Island, is an island in the bay of Panama, in South America, and on the S. W. coast, about a league from the city of Panama, which it supplies with fruits and provisions. It is in 9 deg. of N. lat. and 80 deg. 15 min. of W. long.

CHEPO or **CHEPOOR** River, comes into the same bay, nearly opposite to the said island of Chepelio, about 7 leagues W. from Panama. It is very deep, and about a quarter of a mile broad; but its mouth is choaked up with sand, so that ships of burthen cannot enter, though it is navigable for small barges. It comes into the sea with a very rapid motion. The town is on the left hand of the river, 6 leagues from the sea.

CHEPSTOW, in Monmouthshire, up the Severn Sea, as that river is sometimes called, is the port town for all places on the Rivers Wye and Lug. Ships of good burthen come up to the town, as the tides commonly rise 6 fathoms or more at the bridge, and come in with as much rage as at Bristol. The bridge is or was of timber, and 70 feet above the surface of the water when the tide is out. It is 2 miles from the passage over the Severn at Aust Ferry, and 16 miles from Bristol; in lat. 51 deg. 42 min. N. and long. 2 deg. 36 min. W.

CHEQUETAN Bay, on the N. W. coast of Mexico, to the westward of a sandy beach which extends 18 leagues W. from the harbour of Acapulco; against which beach the sea beats so violently, that boats cannot land upon any part of it, though it affords good anchorage a mile or two from shore in the fair season. The harbour of Chequetan is the most secure of any to be met with in a vast extent of coast, and yields plenty of wood and water; being surrounded with the former, and the latter is obtained from a standing lake, derived from a small spring about a mile up the country, of which the part next the sea is a little brackish, but at the other much better. This lake may, probably, overflow its banks in the rainy season. There is a watering-place 7 miles W. of the rocks of Chequetan or Seguataneio, where also is anchorage in 11 fathoms.

CHERANTAIs Pass or Channel, one of the channels between the large bank of Matelier and the smaller one of Coubre Terre. See **COUBRE**.

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France, and in the English Channel, is 7 leagues E. from Cape la Hogue, and 6 W. and by S. from Cape Barfleur. In coming from the eastward, keep the high land of Cherburgh without Cape Wyck or Inglemare, which will carry a ship without all the rocks near the coast to the W. of Cape Barfleur. There are some rocks also before the town, which are clear round about them, and Pelee Island to the N. E. which screens the harbour from the winds of that quarter. It lies in the bottom of a pretty deep bay, its E. side being defended by a rocky reef about a mile from the shore. The attempt made within a few years past to secure the road and extend it from the island of Pelee to Point Querqueville, so as to admit a channel only in the middle and at each end, was grand and momentous; and had it succeeded by the permanence of the caissons after they were sunk, so as to resist the external violence of the sea, it would have formed the most advantageous harbour, perhaps, in the world.

To do justice to the plan, we think the nature of our work calls upon us to state the matter more circumstantially. After observing that from the island of Pelee to the main, in a direction nearly S. two jetties had been projected by Marshal Vauban to check the force of the waters along the coast from the E. each of them about 3 furlongs or 330 fathoms in length, and leaving a passage of about 150 fathoms in the middle for the entrance of small vessels; to conceive the idea of encompassing a space of sea to the W. of 4 miles from the W. side of that island to Querqueville Point, in a depth of 60 feet at low water upon an average, besides the tide of 19 feet at full and change, seems beyond the power almost of imagination. But such in fact was the design, and such the projected attempt.

This was to be effected by two artificial causeways, of which that on the E. side was to form a line in the direction of W. by N. and that on the W. side of E. by N. From the island of Pelee on the E. to the westward, and from Point Querqueville on the W. to the eastward, were to be left a channel at each end of 533 fathoms in breadth; each causeway was to include 19 caissons to be filled with stones and heavy materials, and the spaces between to consist of loose granite stones, to be raised, as well as the caissons above high water; and in the middle was to be left a channel of 426 fathoms, or thereabouts.

These caissons were shaped in the form of conical frustums, and of various sizes from 147 feet to 179 feet diameter at the base; but we shall content ourselves with giving an estimate of the particulars for one of 158 feet diameter at the base. This would occupy a space of 19,596 square feet, and, considering that each caisson was to be kept afloat by 108 casks of different dimensions, (the nature of which we shall also mention) the space occupied by one caisson with its apparatus was about half an acre of ground. The height of the caissons was to differ also according to the depth of water from 64 to 80 feet, those of the greatest diameter at the base being designed for the deepest water, and all of them constructed under an angle of 60 deg. so as to be just 64 feet in diameter at the top.

These caissons consisted of 80 or 90 upright beams, lined from end to end, and formed of pieces of timber from 24 to 30 feet long, supported by 20 circular ribs within and 8 ribs on the outside, each of them, as well as the beams, about 13 inches square. They were fastened together by iron bolts, covered over with a composition to resist the marine acid, each weighing from 21 to 32 pounds weight; of which each frame had 6000. One of these was to contain a space of 25,243 cubic yards and a half, weighing with stone to be inclosed 52,465 tons; and each frame, when the bottom was covered with 93 tons and a half of stone to steady it, weighed 770 tons and a half.

This vast bulk was floated by 64 large casks of 12 feet 9 inches long and 6 and a half in diameter, each possessing 2 power of raising 14 tons and a half of solid matter, and 30 or 40 smaller ones; all of which were fastened round the base by cables of 7 inches and a half thick, and together capable of raising 915 tons. These cables, in the form of net-work, counteracted the force of the casks upon the frame; and 4 of these casks were placed in the centre nearly to keep the net-work perfectly tight, which netting remained after the casks were cut away.

When each caisson was floated, a pontoon preceded it, containing a captain, with 40 men to work it; and 4 large flat bottomed boats, with 72 oars each, to tow the pontoon. This business advanced the whole about 12 or 13 yards in a minute, or near half a mile in an hour. A cable was also fastened to the caisson, and carried

out to a frigate beyond the place of immersion; where, by means of a capstan, and towing it was directed to its proper path, and all deviation prevented.

The caisson being thus hauled to its place of destination, was gradually sunk, by means of large cutting knives, with long handles, each weighing 120 pounds. These were worked four at a time, and struck by signal to cut the braces of four casks at a time, diametrically opposite to each other, so as to preserve an equal balance, in the course of the immersion. This was done from the gallery, by means of a communication with the ropes that fastened the casks. The four last which were cut were those which were fastened about the centre.

To estimate the probability of its answering the designed purpose, add the two weights of the caisson with its ballast and the weight of the cubic yards of stone together, or 770 and a half to 52,465 tons; these make 53,235 tons and a half. Deduct from this 19,732 tons, the weight of water displaced by the bulk of a caisson, and there remains 33,503 tons and a half to keep it firmly fixed against the power of the waves.

It was also designed, as a farther security, to form a crust of an accumulating nature, by throwing in vast quantities of live muscles on both sides of the works; which, it was supposed, would be promoted by the sea-weed and by quantities of sand which would be so drove against them as to form a solid bank. Adding to this; the stones and materials which would be thrown in between the caissons; and the whole was deemed to form an impenetrable bulwark. For this purpose 150 small vessels were employed in carrying stones to fill up the caissons and intervening spaces.

This plausible project, which in less turbulent seas, and in less depth of water, might perhaps have succeeded, was demolished, after several of the cones or caissons had been sunk, by the violence of the waves in 1785; which snapped and destroyed one of the cones, and did such other damage to the works as to render them irreparable.

The W. entrance, had the business succeeded according to the sanguine expectations formed of it, was to have been named *Passe*, or *Channel of Querqueville*, from the point of land just without it; the middle entrance had been named *Passe* or *Channel of Hommet*, being N.

by E. from that point; and the eastern entrance was called *Passe* or *Channel of Pelee Island*, as bounded by that island on the E. side.

The town of Cherburgh is situated in lat. 49 deg. 38 min. N. and long. 1 deg. 38 min. W. It is high water at spring tides about half past seven; it bears from Portsmouth S. by W. half W. 22 leagues, and from Plymouth E. S. E. about 36 leagues. At four leagues from land to the N. of this coast there is 30 fathoms water.

CHERIPE, on the coast of Peru, is distant from Malabrigo to N. W. 11 leagues, between which is the coast of Pacasinayo or Parasinayo, a large strand stretching from the bay two leagues to windward of Malabrigo to within two leagues of Cheripec, being all the way a low sandy shore, with crags and little hillocks interspersed. In the middle of this strand is one rock higher than all the rest, close to the shore, having anchorage to the leeward of it in 12 fathoms, and pretty good ground, compared with the rest of this coast; for the best of it is foul and dangerous, and ships never anchor upon it by choice, because the sea runs so high and the bottom is so bad.

The harbour of Cheripec is a better shelter than the bays or ports to leeward of it. In coming hither from the southward, to go in, pass to leeward of a low point, which at a distance makes like an island, and looks black; and as the harbour opens, the town, or at least the church, will make three leagues off at sea. From the windward point of the harbour a shoal runs off which stretches out more than half a league to sea, with a ledge of rocks also at the end of it. Having passed that shoal, bring the church to bear at S. S. E. and run right in with it, till a great cross on the land comes due S. where ships may anchor in from seven to eight fathoms, a very good road and clean ground. From hence northward to Moeupe is two leagues; and from Pacasinayo hither is six leagues to the N. W. It is in lat. 7 deg. 5 min. S. A mark to know this coast is the head-land or high hill of Malabrigo.

In making for Cheripec from the seaward, if the current or calm, or both should drive a ship into the bay, the thick high head-land of Etin directly over the point will be seen, which is nine leagues to leeward; but if much to leeward the hill Raquene will be seen, which is to

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the leeward of Etin, to the southward, making a peak, and the northernmost hill will shew like a long table; and within it a little mountain up the country.

CHERRY Island, in the N. or Frozen Ocean, between Norway and Greenland, in lat. 74 deg. 35 min. N. and long. 18 deg. 0 min. E.

CHERSO Island, on which is the town of its name, is situated between Istria and Morlachia, and belongs to Venetian Dalmatia. It is joined to Ofiero by a bridge, and is in lat. 45 deg. 15 min. N. and long. 14 deg. 40 min. E.

CHERSONESUS, is a peninsula of Romania in Turkey in Europe, which is bounded on the S. by the Archipelago, and on the W. by the bay that is formed at the mouth of the little river Melas. It has the strait anciently called the Hellespont on the E. and towards the N. it is joined to the continent by a narrow tract of land, about five miles in breadth.

CHESAPEAKE, is a large bay or river of North America, which runs far up the country, separating Maryland on the N. from Virginia on the S. It is about four leagues broad at the entrance between Cape Charles and Cape Henry. Many large rivers fall into it from the W. side, and ships go up them to the very doors of the planters, to take in tobacco and other goods. In several places the river or bay is wider within than at the mouth, being six or seven leagues broad in some places, and has about nine fathoms water, and affords an easy and safe navigation, with many commodious harbours. It is in lat. 36 deg. 45 min. N. and long. 76 deg. 0 min. W.

CHESIL, in the island of Portland, near Weymouth, in the English Channel; the bank of which is a long narrow slip of gravel and pebbles, thrown up for nine miles together, in the sea, as far as Abbotsbury to the N. W. having a narrow inlet or lake of water between it and the shore, which in some places is near half a mile broad. It is by means of this bank that Portland is joined to the main land.

CHESTER, a city on the river Dee, is a place of some trade, though its port, which is formed by the Hyle Lake and Point Air, is but indifferent; the bar being thereat frequently augmented, so as to be almost choaked up, has rendered it necessary to unlade goods at six miles distance, and to bring them up to the city in small vessels. But by two acts of par-

liament, which were obtained in 1732 and 1741, this inconvenience has been in a very great measure surmounted, by means of a channel that has been cut through of 10 miles long, through which large vessels now come up to the city quay. At Park Gate, a little below the city, on the S. side of the peninsula called Wival, passengers embark and debark to and from Ireland. It is high water at the bar at half past ten; which is in lat. 53 deg. 10 min. N. and long. 3 deg. 12 min. W.

To sail over the bar, which is only six leagues E. from Great Ormshead, keep the two hills of Great and Little Ormshead just open one with the other; this will lead a ship into the S. channel, and when the middlemost of the three hills on the S. shore is S. from the ship, that is the mark for being upon the bar, where there is nine feet at low water, and 18 feet immediately within it. The tide here rises 26 or 28 feet at spring tides, and 20 feet at neap tides.

NEW CHESTER, on the river Delaware, to the S. of Philadelphia, in North America, has a fine large harbour for ships of any burden, in lat. 40 deg. 15 min. N. and long. 74 deg. W.

CHESTERFIELD'S Inlet, is in the N. W. of that part of Hudson's Bay which is called the Welcome Sea, to the S. of Wager Bay, and on the W. side of that sea. It lies N. W. from Cape Southampton, or the E. point of the entrance into the sea, round the W. point of the peninsula between the N. part of Hudson's Straits and the Welcome Sea. The N. point of the entrance into this inlet is in lat. about 64 deg. 10 min. N. and long. 88 deg. 40 min. W. But there are several islands within the limits of the mouth, and up this passage to the W. and the S. point of it, which is in lat. about 63 deg. 50 min. N. and long. 89 deg. 40 min. W. is an irregular coast. Cape Tomlinson is said to be the southern cape of this inlet, and Cape Mackey the northern.

CHETUMEL Island, one of the numerous islands which lie upon the coast of Yucatan, in the gulf of Mexico.

CHEVRE Bec, or Point, otherwise called Bec du Ras, is the S. point of a peninsula on the coast of France, to the southward of Brest, and directly S. from Dinan Bay, where it is mentioned. See DINAN. It is a projecting point of land, which forms the W. limit of Douarne

Nez Bay, which is also frequently known by the name of Hodieme Bay. The flood tide sets very strong round this point, near which is high water about 20 minutes past 2 at spring tides.

CHEUXAN, or CHUSAN, which see.

CHIAMETAN is a district of New Galicia in New Spain, situated under the tropic of cancer, and on both sides of it, lying along the S. sea on the W. The River of St. Jago here falls into the sea, being one of the principal rivers on this coast; it is half a mile broad at the mouth, though much broader farther up, where 3 or 4 rivers meet together. The water is 10 feet upon the bar at the ebb. It has St. Sebastian for its chief town.

CHIARENZA, is a sea port of Turkey in Europe, in the peninsula of the Morea, and opposite to the Island of Zante, in lat. 37 deg. 50 min. N. and long. 21 deg. 35 min. E.

CHIBOUCTU Bay, is 15 or 16 leagues to S. W. from the Bay of Islands, the coast almost all the way being as it were lined with them. It has Cape Theodore for its easterly entrance, as Cape Sincombre is the western. They are all on the coast of Nova Scotia.

CHICAKOL, on the E. coast of India, in the Bay of Bengal, is in lat. 18 deg. 30 min. N. and long. 84 deg. 2 min. E.

CHICAMA River, on the coast of Peru, is about 7 leagues to the southward of Malabrigo, and is large and broad at the mouth. But the entrance of it is so wide, that the sands bar it up and render it too shoal, so that it does not make a good harbour, nor is it navigable far into the country.

CHICHESTER, in Suffex, is almost surrounded by the River Lavant, but too shallow to make a good harbour near the city. At Dell Key, which is about 4 miles from the sea, is a small harbour, to which vessels come in at high water; and it is a place of some traffic in shipping corn, malt, and other articles of commerce. It is in lat. 50 deg. 47 min. N. and long. 0 deg. 54 min. W. and has high water at spring tides at half past 11 o'clock.

New CHICHESTER, is a port town of Pennsylvania in North America, situated on the Delaware River below the town of New Chester.

CHICHIBACOA. See COQUIBACOA.

CHICKEN Shoal, is about 2 leagues to the eastward from Port Rush or Rusch at the N. extremity of Ireland. Between it and the shore there is 40 fathoms, and to the eastward of it 50; but there are many sunken rocks which render it unsafe for strangers to venture within it, though for persons acquainted it is good sailing on either side.

CHICO Port, or Puerto Chico, otherwise Little Port, on the N. W. coast of Mexico, another name for Port Marquis. See ACAPULCO and Port MARQUIS.

Cape CHIDLEY, near which are Button's Islands to the S. of Resolution Islands at the S. E. end of Hudson's Straits, having Grass Island on its N. W. which is the first considerable island from Chat Cape.

CHIGNECTO or CHIGNITOU, on the N. branch of Fundy Bay, on the coast of North America, is about 3 leagues up a narrow and deep river. To the N. of it the longest branch of the bay extends about N. N. E. into the main land. From the bottom of this bay over land to Vert or Green Bay, is but a narrow isthmus of a few miles, by which all the part of Nova Scotia to the S. E. of Fundy Bay, and extending along the coast to the N. E. end, and so W. within the Islands of Cape Breton and St. John's, form one large peninsula. This part, which is in reality the bottom of the Bay of Fundy, is called Chignecto Bay.

CHIGNECTO Cape, on the S. E. side of Fundy Bay, is about 45 leagues along the coast from Cape St. Mary's, the S. E. point of Nova Scotia, and of Fundy Bay, having the town of Annapolis at about one third of the distance from the point. At this Cape of Chignecto or Chignitou the bay so called commences, at which place it is about 8 leagues across to N. W. which breadth it continues nearly to the bottom of the bay, which runs in about 25 leagues farther. In this bay the tides flow to the astonishing height of 11 fathoms; and so great is the contrast on the side of Green Bay across the isthmus, which opens within St. John's Island into the Gulf of St. Lawrence, that it does not swell more than 4 or 5 feet.

CHIGO Mount, round the Point or Cape of St. Vincent's on the coast of Portugal, within Lagos, is a mark by which seamen know the cape, as it can be seen far off at sea.

CHIHIRI,

CHIHIRI, or **Port CHEER**, is a town of Arabia Felix in Asia, with a harbour, where a considerable trade is conducted. It is in lat. 14 deg. 40 min. N. and long. 49 deg. 25 min. E.

CHIKAPEQUE River, is 7 leagues W. from Tabasco, in the bottom of Campeachy Bay, in the Gulf of Mexico. The shore between them is a clean strand, and the land low and overgrown with very high trees. Here are several good roads, a clear coast, and good shoalings, so that ships may ride in any depth to 10 or 12 fathoms. This river is not above 20 yards broad at the mouth, and has from 8 to 9 feet water on the bar; but there is 2 fathoms or more within, and it forms a very good harbour for coasting vessels for half a mile within the bar along shore. The river Palmas is 5 leagues to the W. of it.

CHIKOTSKAGO Cape, on the N. E. coast of Asia, is in lat. 64 deg. 0 min. N. and long. 174 deg. 50 min. E.

CHILCA, is a Lake of Hindostan, in the E. Indies, on the coast of the Bay of Bengal. It seems to have been produced by the breach of the sea over a flat and sandy surface, the elevation of which is somewhat higher than the level of the country within. Its communication with the sea is by a very narrow and deep opening; but it is shoal within the sandy beach. It is above 13 leagues in length from N. E. to S. W. and in most places 4 or 5 leagues broad. The ground between it and the sea is a very narrow slip; and in the lake are many inhabited islands. Ships sailing at a distance from the coast have a view of it in the appearance of a deep bay, to which the slip of land is not visible.

CHILCA, on the coast of Peru, is 14 leagues from Canette to the N. W. having Asia and Mala or Mela between them. It is a bold shore all the way, the land next the sea being low and pleasant. The harbour is not large, but the best in all the S. seas for its size; though the entrance is too narrow, which indeed is one principal cause of the stillness of the water within it, being as calm as a mill-pond. It will only contain 7 or 8 ships. To go in, drop an anchor at the mouth of the entrance, and then carry out a warp, and so work in behind the small island which makes the passage, and then moor any where. It is 8 leagues N. by W. from it to the head-land of Callao.

CHILI Islands, are commonly understood to mean the Island of Juan Fernandez, the Chilo Islands, and the Chenas Islands; all of them are noticed under their respective heads.

CHILI River, or **Aconcagua**. See **ACONCAGUA**.

CHILOE, or **ANCON** Bay, on the coast of Peru, is 96 leagues in length, from Cape Three Mountains, or Cabo Tres Montes on the S. See **ANCON**.

CHILOE Islands, in the S. Pacific Ocean, are in about 43 deg. of S. lat. and are about 40 in number, one of which is far more considerable than all the rest, and lies parallel to the coast from N. to S. It rains here almost the whole year, and nothing therefore ripens in it except maize and some other grain that require but little sun. The town of Castro, in the principal island, is the capital, situated on the E. side of the island; at which ships load timber for the ports of Callao, Guiaquil, and other places on the coast. To go for the town, enter the bay by the S. end of the island, and sail up the S. channel northward, which is fair and deep, and not less than 10 leagues wide; it may be turned up or down, as it is all clean from tide to tide, and has neither rock or island in the way. There is another channel also between the Island of Guafó and the principal island; but the S. E. point of that island is foul, and has several shoals running out from it half a league to sea, so that an offing of a league at least must be kept, and the lead constantly going.

This island is very large, but of an irregular form. It is 22 leagues in length from N. to S. though not more than from 4 to 6 in some places in its breadth; being full of woods and large grown timber, mostly cedar, very fit for building ships, and where also they build ships wherein to carry the timber to other places. The bay, though full of islands, has no ports or commerce, except at the great island as we have mentioned; all the W. side of which island is foul and craggy, except one small bay in the middle, where is the Port of Chulao.

Point CHIMATCHIN, is the S. W. point of a bay, on the W. side of the Island of St. Lucia in the West Indies, which is also S. W. from the Grand Cul de Sac. From this point the coast turns round, with small breaks and inlets, to the

the S. W. point of the island, and then turns E. along its S. side.

Port CHINA, is the most southerly of two small bays, to the S. E. from Cape Callao, which have from 6 to 10 fathoms water; to the S. W. of which port are several small rocks within half a league of the shore. See **CALLAO**.

CHINCA Islands, on the coast of S. America, about 30 leagues due S. from Lima, are due W. from the anchoring place before the town, about 3 leagues distance, S. E. from which is one of the best marks for anchoring in the Road of Pisco. They are in lat. 13 deg. 10 min. S. and long. 76 deg. 15 min. W.

CHINCA Port, is 6 leagues to the N. W. from the Port of Pisco, or Paraca, the land between them being all low and fast clean ground. It is also 4 leagues to the S. E. from Canetto. To come to an anchor in the port, observe a palm tree within the country through a large Indian pagod or place of Indian worship, and bring them both in one due E. where anchor in from 7 to 8 fathoms, but larger ships ride out in 9 fathoms. There are 6 islands before the port, which always look white like chalk by the dung and excrement of the fowls that breed there. By their particular colour they are known at a distance; they look a little reddish, except by their being discoloured with dung, and bear with the anchoring place N. E. and S. W. 3 leagues distance. These islands are but low. It must not be mistaken for Chilca, which is 14 leagues farther beyond Canetto, or 18 leagues N. W. from hence.

CHINCHU Bay, in the East Indian sea, is in lat. 13 deg. 50 min. N. and long. 109 deg. 30 min. E. and on the E. coast of Cambodia, which, except the bays and rivers, runs nearly N. and S. for several degrees both ways from it. The mouth is known by a great rock in the middle, rising above water like a high crowned hat; and two other rocks, of which the southernmost makes in three heads, but on a nearer view appears to be only one rock. Buckhorn Bay is to the N. of it.

CHIOPPINO or CHOPINO Island, is a small island or rock near Nisida Island, on the coast of Italy. See **CAVEOLA**.

CHIOS, Scio, or Kio Island, in the Archipelago, is situated near the coast of Ionia, in Asia Minor, above 30 leagues to the W. of Smyrna. It is about 100

miles in circuit, and is mountainous and rocky. The capital of the same name is on the E. coast of the island, and as well built as most towns in the Levant; has a Turkish garrison, and its port is the rendezvous of the Turkish ships. A squadron of their galleys is commonly stationed here. It is in lat. 38 deg. 6 min. N. and long. 27 deg. 5 min. E.

CHIOSA, CHIOGGIO, or CHIOZA island, in the Adriatic or Gulf of Venice, has a handsome and populous town, belonging to the Duchy of Venice; from which city it is only 7 leagues to the S. at the influx of the Bruenta Nuova into the Laguna. Its lat. is 45 deg. 17 min. N. and long. 12 deg. 9 min. E.

CHIRA Island, on the N. W. coast of New Mexico, is 15 leagues to N. N. W. from Herradura Cape, having the town of Landecho about midway between them; the River of Cipanfo is 2 leagues beyond Chira. Another small island is close by this Island of Chira, which are both full of cattle, especially sheep and hogs; and on the N. E. side of the island is a bank that sometimes appears dry, and is at other times washed by the sea. To go into the road of Chira, keep close to this island, leaving all the other islands W. on the larboard, and keeping the main on the starboard, except the small island where the bank lies. Between this and the other islands the channel goes up to the town, where ships may anchor in 10 fathoms, and be supplied with water and other necessaries. The Island of St. Luke is 8 leagues to N. N. E. from it; and in the midway between them lie the three islands called Middle Islands, probably because they are in the midway. There is only from 6 to 7 fathoms from Chira to them, and ships should sail nearer to them than to the main.

CHIRIQUEI, on the W. coast of New Mexico, is on the N. W. side of a bay, which lies to the N. W. from the Gulf or Bay of Panama, situated between Point Burica and Puebla Nueva within it at the bottom of the bay. The Point of Chiriquei forms the limit of a small bay on one hand to E. S. E. from Burica, 6 leagues, as that is the other point; and to the N. E. to Puebla Nueva is 11 leagues more. The Islands Canales lie E. of the Point. These islands properly form the easterly point of this bay from Point Burica; within them on the main is

is the river of Chiriqui, but its mouth is full of islands close to the land, and a pilot must be had to go up to the town, or seamen must submit to the necessity of foundering all the way before the ship.

CHIOPER Bay, on the W. coast of New Mexico, is situate in about 7 deg. of N. lat. into which the river of Piara discharges itself, which is about 40 miles from Payta; but it is so full of shoals, that it is little frequented.

CHISME, is a sea port of Natolia on the coast of Asia, on the strait which separates the continent from the island of Scio, one of the Archipelago Islands. It was anciently called Cyflus.

CHISSEL, or **CHESIL**, which see. We have given directions elsewhere what a ship is to do, if she is embayed to the W. of Portland in stormy weather, so as to make this bank a lee shore.

CHITRO, is a town of Macedonia in European Turkey, situated in the bay of Salonichi, in lat. 40 deg. 30 min. N. and long. 23 deg. 10 min. E.

CHITTY Nutty Point, in the river Hughly, below the bight of Chitty Poe, must have a good birth, at least to Mid Channel, from the very first pitch of the point, or even towards the starboard side in coming down the river from Chitty Poe; this will avoid a sand which lies all along on that side, from a little below a great tree at Chitty Nutty town to a good quarter of a mile below the town. Above the point also, take care to edge over from the larboard side, so as to give the point a large birth, to keep out of the eddy which runs strong a little short of the point, and sets right upon the upper side of it. From the next point on the western side below Chitty Nutty Point, go back again to the larboard shore, which must be kept aboard as low as Gover Napore; a steep sand runs down the starboard side half channel over, which is so steep that no ship must borrow on it in less than 4 fathoms. Chitty or Chitte, is the Indian name for little.

CHITTY Poe Bight and Reach, above the point of Chitty Nutty, and below the reach of Barnagar. Being on the western shore, about one third of a mile below the white house of Barnagar, stand over to the eastern side towards the salt banks, rounding Chitty Poe Bight as far as Chitty Nutty Point; if the ship draws from 15 to 18 feet

water, it must not go into the bight of Chitty Poe so much as an hour before high water, as the starboard side of Chitty Poe Reach in coming down is all shoal above half channel over. The land, therefore, however long it may seem, must be kept almost on board on that side to the bottom of the bight.

CHIUSTENGI, is a town of Bulgaria in European Turkey, on the Black Sea, formerly a very powerful city, in lat. 43 deg. 2 min. N. and long. 27 deg. 30 min. E.

CHOAPA, on the coast of Chili in South America, is 10 leagues to the northward of Point Governador, and as much to the southward of Limari; it has a small harbour, but it is of little importance, in about 31 deg. 42 min. of S. lat. This coast is wild, being all snowy mountains, and destitute of harbours.

CHOCKY, a place on the W. shore of the river Hughly, from which runs a shoal, having no more than from 9 to 12 fathoms water on it. It is below **RANGAMUTTA Point**, which see.

CHOERE, a great bank on the W. side of the island of Oleron, has a good road to the northward of it, off from three rocks which lie near the shore, where ships may anchor in from 3 to 7 fathoms. But to the northward of this road the coast is very rocky quite to the N. point of the island, and called **Rock de Purley**; the shoals also reach a great way from shore. To the S. of the road also there is shoal water for above 2 leagues all along about half a league from shore. Compare with **OLERON**.

CHOISEUL Bay, is on the S. side of Maghellan Straits, between Swallow Harbour and the channel of St. Barbara.

Port a CHOIX, on the N. W. side of Newfoundland, lies to N. by W. from the bay of Higournachat, and to the S. E. from point Riche.

Old Port a CHOIX, is a semicircular bay on the N. W. side of Newfoundland, round Point Riche in coming from the southward, of which the N. W. point is called Point Ferrol. Off the mouth of this port, and also within Point Ferrol, are several islands; but within them the bay is spacious.

Cape de la CHOLLE, on the N. W. part of the island of Corfica, is the most prominent part of the coast between the gulf of Fiorenzo to the S. E. and the harbour of Calvi to the S. W. The island of

of Rousse also lies off it still farther N. between which and the cape it is full of rocks. On the E. side of the cape, which with the island and intervening rocks, forms a bay towards cape Mortella, is good anchorage in from 10 to 5 fathoms, with good shoalings.

CHOQUE Bay, on the W. side of the island of St. Lucia, is between Gros Illet Bay on the N. and Carenage Bay to the S. The point of land which forms the limit on its S. extends considerably westward; but not in such a manner as to render this a sheltered bay from S. W. to N. W. These winds, however, seldom blow here, except in the hurricane season, when ships endeavour to get away to more secure situations.

CHORNOY Kuban River, which perhaps means a branch of Kuban, falls northward into the sea of Azoph, to the E. of Caffa or Kassa Straits. It appears to be the same as what is sometimes called Aganly, at the mouth of which, on the W. side of the river, stands the town of Ashuyef. It is about S. by W. from Mandar Islands. See **AGANLY** and **ASHUYEF**.

CHOROPATA River, on the coast of Peru, falls into the bay of Carracas. See **CARRACAS**.

CHOROS Island, is 4 leagues N. from the Pajaros or Birds Islands, or the midway nearly between those islands and port **GUASCO**, which see.

CHOS or **CHOZE** Island, is a long ledge of rocks, distant 2 leagues W. by N. from Granville Point, or N. E. limit of Cancale Bay, or bay of Auvranches. This ledge is 2 leagues in length; and between them and Granville Point is the channel for Cancale and St. Maloes. But the rocks called the Foreigners lie in the fairway between, somewhat nearer to the islands, of which as they only appear sometimes above water, ships should be careful.

CHOWLE, is a small town of the Deccan of Hindostan, on the coast of Malabar in the East Indies, having a harbour for small vessels with a fortification about 5 leagues S. from Bombay, in lat. 18 deg. 42 min. N. and long. 72 deg. 45 min. E.

CHRISTCHURCH, on the S. coast of England, is a small barred haven, where small vessels may go in at high water, about 2 leagues W. a little northerly from Hurst Castle. The tides rise 7 or

8 feet up at the town, which is two miles within land up the river Avon. The bar is in lat. 50 deg. 46 min. N. and long. 1 deg. 49 min. W. and has high water at 40 minutes past 8 o'clock on full and change days.

CHRISTIANA, a good town of Norway, situated in the N. extremity of a bay or sound, so called, under the Castle of Aggerhuys, 33 leagues N. from Gottenburg, in lat. 59 deg. 36 min. N. and long. 10 deg. 5 min. E. With some trifling deviations the channel runs up N. from the opening within the islands; on the E. side of this opening on the main, within many of the islands, is Fredericstادت, and about 6 or 7 leagues up is a large opening to the W. on the N. side of which, about 4 or 5 miles W. from the Christiana Channel is the entrance N. which gradually falls off towards the W. to Dram. But we cannot possibly give particular directions, as all the channels abound with islands. See **ANSLO** Bay.

CHRISTIANA Island in the Archipelago, is near the S. W. part of the groupes of Islands so called. It is situated to the S. by W. from Nio, Nixia, and some other islands; to W. by S. from Narafria, Stannalia, and other islands that way; and nearly due N. from the island of Stantia, which is off the N. coast of Candia Island. It lies also nearly due E. from Serigo, which is about S. S. W. from Cape St. Angelo; and is in lat. about 36 deg. 20 min. N. and long. 25 deg. 22 min. E.

St. CHRISTIANA is a Portuguese town on the coast of Brazil, off which is a small bay without the northernmost reef of the river Serugippa, which is 6 leagues from the river St. Francisco, where there is good anchorage in 6 fathoms and a hard sand. Here it is usual for large ships to lie to wait for small vessels to load them from Francisco River. See **SERUGIPPA**.

CHRISTIANBURGH, on the coast of Africa, 5 leagues E. from Axim, is a place of very inconsiderable note, having but little trade in gold dust and ivory. It is 14 miles W. of Acquidah, in lat. 4 deg. 10 min. N. and long. 1 deg. 55 min. E.

CHRISTIANOPLE, is a fortified sea port town of South Gothland in Sweden, in lat. about 56 deg. 26 min. N. and long. 15 deg. 41 min. E. It is 4 leagues

leagues from the S. end of the island of Oeland to the point of Christianople, which is the breadth of the S. entrance of Calmar Sound.

CHRISTIANSAND, within the Naze of Norway, from which it bears about N. E. is near the bottom of a deep bay.

CHRISTIANSTADT, a town of S. Gothland on the river Helges, which is fortified with ramparts and horn works, and is about 15 leagues to the W. from Carlscroon, in lat. 56 deg. 22 min. N. and long. 14 deg. 10 min. E.

CHRISTIANSTED is the principal town of the Island of Santa Cruz, in the W. Indies, and on the N. side, and in a fine harbour. It lies to the S. E. from Porto Rico, and to the S. of what are commonly called the Virgin Islands, though this is frequently considered as one of them.

CHRISTINA, or Letoa Island, as it was anciently called, is a small island on the S. side of Candia Island in the Mediterranean, at a little distance from Cavali on the E. of it, between this island and Cape Solomon.

CHRISTINA Island, one of the groupe of islands called the Marquesas of Mendana, is in lat. 9 deg. 44 min. S. and long. 139 deg. 13 min. W. It is 9 miles long and about 21 in circuit.

CHRISTMAS Harbour, in the island called Kerguelen's Land, from its being discovered by the French navigator of that name. The English give it the name of Desolation Island. It lies to the S. E. from Cape François on that island, and has 45 fathoms water near the middle of the entrance, over a black sand. It is a very safe harbour, and is every where commodious, with good anchorage; and affords plenty of fresh water, seals, penguins, and birds on the shore, but no wood. There are 8 fathoms within a quarter of a mile of the sandy beach at the head, over a fine dark sand; but nearer the shore only 5 and 4 fathoms. The tide of flood sets to the N. W. at least two knots an hour, and it is high water at spring tides about 10 o'clock, rising and falling about 4 feet. It is in lat. 48 deg. 41 min. S. and long. 69 deg. 4 min. E. the variation in the year 1777 was 27 deg. 45 min. W.

CHRISTMAS Island, in the Indian Ocean, is in lat. 10 deg. 45 min. S. and long. 104 deg. 25 min. E.

CHRISTMAS Island, in lat. 1 deg. 58 min. N. and long. 157 deg. 32 min. W. is between 15 and 20 leagues in circuit, and an almost impenetrable thicket. The variation here was 6 deg. E. in 1778. There is a kind of bay on the W. side of the island so called, along which side of it is 14 fathoms half a mile from the breakers and 40 at a mile, over a bottom of fine sand. Anchorage in 30 fathoms water at the S. W. angle; but at a break in the land into a lagoon, a league and a half to the N. with the same soundings off the entrance, there is anchorage in 20 fathoms over a bottom of fine dark sand, before a small island at the entrance of the lagoon. On each side of this small island is only a channel for boats, and the water within is all very shallow. Abundance of fish are here in the shoal water without the breakers, which may be caught by fishing in boats at a grappling; and at the S. E. is a landing-place for boats, where, and in other places, is plenty of green turtle, from 90 to 100 pounds each. Ships should not anchor in less than 18 fathoms, as the reef would be too near; nor in more than 30, that the edge of the bank may be at a proper distance. To the E. of this island a swelling sea sets from the N. breaking on the reef with a prodigious surf, which continues for some days sail to the westward. No fresh water has yet been found by digging.

CHRISTMAS Sound, on the S. coast of Terra del Fuego, at the extremity of South America, is in lat. 55 deg. 22 min. S. and long. 70 deg. 3 min. W. The entrance is 3 leagues wide, and bears from St. Ildefonso's Islands, at 10 leagues distance, N. 37 deg. W. This is the best direction for finding it. The shore is generally a rocky bottom, therefore ships should not anchor very near to it. The E. point of the sound is named Point Nativity. The E. side of York Minster forms the W. point of this sound. The variation here is 23 deg. 30 min. E. and it has high water on full and change days at half past two.

Mon'e CHRISTO Island in the Mediterranean, to the eastward southerly from the island of Corsica, is in lat. 42 deg. 17 min. N. and long. 10 deg. 55 min. E.

Monte CHRISTO Island, which is due W. from Port Plata, on the N. side of

the island of Hispaniola in the West Indies requires a N. W. course to double the great cape at 10 leagues N. W. westerly from that harbour; from thence it is 15 leagues to the S. W. The cape should have a good birth, as well as 3 islands which lie off it. On the W. side of this mount are several small islands, in the way to Manzanetti Bay, which must also have a good birth, leaving them on the larboard. This island lies off the W. point of a district of the island called Monte Christo, having the bay just mentioned to the W. and round the N. W. point of that goes in the deep bay of Port Dauphin.

Monte CHRISTO, on the coast of Peru in South America, a remarkable mountain a little to the southward of Point de Cames; is a very high and broken land, which is well known to seamen who have ever been on that coast. See **CAMES**.

Ponta CHRISTO, a point of land projecting westward on the Asiatic shore, forming the S. limit of the gulf of Nicomedia. It is nearly S. from Scutari, which lies off the N. limit of that gulf, and is almost due E. across the Hellespont, from Constantinople.

St. CHRISTOPHER'S Island, in the fair-way of the channel between the island of Madagascar, and the coast of Africa, in lat. 17 deg. 20 min. S. and long. 42 deg. 13 min. E. and bordering on the Basses de India.

St. CHRISTOPHER'S, commonly called **St. KITT'S**, one of the West India Islands, and of the number of those usually distinguished by the name of Caribbees, of which it is deemed the principal, being in length about 20 miles and in breadth 7, and well watered with rivulets from the high mountains along the middle of the island. At the S. E. end, where it runs out very narrow, it is separated from the small island of Nevis by a narrow strait of about three quarters of a league broad. It lies W. from the island of Antigua, according to some accounts 15 leagues, and to others 21. The whole island does not afford a fine harbour, or any place which has the appearance of one; and the surf continually beats upon the shore at the few places which admit a landing.

But necessity has produced the only practicable means of partially obviating the inconveniences and dangers of

such a situation, as quays or wharfs cannot possibly be erected to render the shipping of goods more commodious. A small boat, of a peculiar construction, adapted to the business, is used on such occasions; in which the most active and expert rowers are employed. On approaching the surf from the ship, they watch the abatement of the waves, which is called a **LULL**, and catch the instant of pushing to the strand, and laying the side of the boat upon the beach for the purpose of rolling in a hoghead of sugar or other dry goods; with this, by the same attentive means, they push off with the wave, and so convey the sugars on board by single hogheads. But rum and other goods, which are so secured as to resist the water, are usually floated to and from the ships. This species of boat is particularly known by the name of a **MOSES**. We will not here hazard a conjecture as to the cause of such a name, in its instrumentality of rescuing these valuable articles of commerce from the boisterous waves. The towns of Basseterre on the S. and Sandy Point near the W. end, are the two principal towns of the island. The N. point of this island lies in 17 deg. 27 min. of N. lat. and 62 deg. 47 min. of W. long. and the S. point in 17 deg. 15 min. N. and long. 62 deg. 36 min. W. The island of St. Eustatia is only about 3 leagues W. by N. from the W. point of this island.

St. CHRISTOPHER'S River, on the S. E. coast of Africa, is in lat. 32 deg. 47 min. S. and long. 27 deg. 33 min. E.

St. CHRISTOVAL Bay, on the W. coast of the Peninsula of California, is in lat. about 26 deg. 40 min. N.

CHUCHIMA, or **COQUIMAO** River, on the coast of Peru, in lat. 5 deg. S. nearly, is a large opening, the entrance into which makes the harbour of Payta. It is large, but not very far navigable for great ships.

Cape CHUKHENSO, on the coast of Siberia, is in lat. 66 deg. 30 min. N. and long. 171 deg. 15 min. E.

CHULY, on the coast of Peru in South America, is 2 leagues from the port of Hilo, at N. W. by N. The Rio Tomba and the Yerba Buena come in between them. It is a bold coast and high land, excepting that for about one league there is a gap of low land, by which the place is known from the sea.

The

The lat. is about 17 deg. 50 min. S. This was formerly one of the two principal ports for the city of Arequipa, and other towns along this coast; but ships now go into the creek of Quilca, which is 10 leagues to the N. W.

CHULAO Island. See CHILOE Islands.
CHUQUIMA River, or COQUIMAO. See COTTONA.

CHURCH Gutt, on the S. W. side of the island of St. Christopher's, is to the W. of Old Road Bay, and nearly off St. Thomas's Church upon the shore. A small land lies along the coast here, which is narrow, and without it is anchorage in from 4 to 6 fathoms close to it, but deepens fast at a distance, so as to be near 40 fathoms at a mile from the land.

CHURCHILL Cape, a point of land on the W. coast of Hudson's Bay, directly E. from Churchill River, and forming the S. E. limit of the smaller bay called Button's Bay, into which this river with Seal's River and some other streams from the W. and S. W. fall.

CHURCHILL River, on the W. side of Hudson's Bay in North America, in about lat. 58 deg. 43 min. N. and long. 94 deg. 7 min. W. at the mouth of which the Hudson's Bay Company have a fort and settlement called Prince of Wales's Fort. It comes from the S. W. and falls into this bay to the W. of the Cape of the same name. It is a place noted for the fur trade, but is a very uncomfortable situation, as the residents are surrounded with snow and ice 8 months in the year, and exposed to all the winds and storms that blow. It only comes within our province to say farther, that this river is said to have a communication with Nelson's River, which comes in to the S. of it, within land, or that there is but a very short land carriage between them, according to the best information from the Indians. It has high water at spring tides at a quarter past 7 o'clock.

CHUSAN or CHEUXAN Island on the E. coast of China in Asia, in lat. 30 deg. 5 min. N. and long. 124 deg. 0 min. E. Small vessels only can pass along the coast from Quemoy (See AMOY), which passage also is difficult for them; but great ships must put out to sea from it to E. by N. past the Tantees Rocks, leaving Chapel Island 3 leagues to the W. Then proceed E. N. E. to clear the Pissadores and coral grounds which lie N. N. E. as if bound for Formosa Island as

far as into lat. 24 deg. 30 min. N. From hence sail N. N. E. and N. by E. without all as far as lat. 29 deg. N. varying half a point to the N. parallel to the coast. Being in lat. 29 deg. 50 min. N. near the full height of the Chusan or Quiesan Islands, then stand right in to make the Pathahecocks Islands or Rocks; then steer away N. N. W. leaving them to seaward at N. E. by E. till the Quiesan Islands appear, where ships may anchor on the N. W. side of the great island of Quiesan, and where perhaps pilots may be had to go up to the port of Chusan.

Or ships may leave the Pathahecocks on the larboard, and go N. to Powto Island, or the Worshipful Island, and there send a boat to Chusan for a pilot. Pilots for Lympo or Nympto may be had at Chusan.

CICIER Bay stretches out to N. N. E. for 4 leagues and a half to the River Boden, at the S. W. point of which, and about 5 miles N. from the point, is a good watering place.

CICIER Cape, about 10 or 11 leagues S. W. from Padaran Bay, on the coast of the Eastern Indian Ocean, has a great reef stretching from it to seaward, so as to render it necessary to keep an offing of 3 leagues at least, to clear the shoals of Brede and the foul ground nearer the coast.

CICIER Island is E. N. E. from Steen Chippen's Island 20 miles, and about 5 miles from Cicier de Mar.

CICIER de Mar, is 60 leagues N. E. half E. from Condore Island. It lies from S. W. to N. E. 2 leagues; and is so called as lying far out to sea. It is every way surrounded by rocks, small islands, and foul ground. Our English seamen call them, the Devil's islands. The best way of sailing safely, is not to come near them, or to have as little to do with them as possible.

CICIER de Terra Island, from its lying near the land, in opposition to Cicier de Mar.

CIFFY Cape, a high point which makes like an island, but is on the main, to the S. of Nossigumby on the island of Madagascar in the Indian Sea, off the E. coast of Africa. See ASTADA and MANGAHELLY.

CILICIA, a country and coast of Asia, on the N. shore of the Levant, now called CARAMANIA. It is opposite to the N. coast of Cyprus.

CIMBRISHAM is a small sea port town

of Schonen in East Gothland, belonging to Sweden, situated on the Baltic, having a harbour, in lat. 56 deg. 40 min. N. and long. 15 deg. 25 min. E.

CINALOA River, on the E. side of the Gulf of California, on which, at a distance up the river is the town of its name; in lat. 25 deg. 40 min. N. and long. 109 deg. 30 min. W.

CINQUE Ports, are certain places so called on the coasts of Kent and Sussex, of which several, (or their present number is more than the name implies) must either have been added to the first institution, or be considered as subordinate to some of the others. They are subject to the government and jurisdiction of the constable of Dover Castle, and had several privileges and immunities granted to them on account of their fitting out ships of war for the protection of the coast against the projected invasions of the French. Dover, Sandwich, Rye, Hastings, Winchelsea, Rumnéy, Hithé, and some others, are now comprehended under this general name.

CINTRA Cape, otherwise called, the Rock of Lisbon, on the N. side of the entrance into the River Tagus or Tajo, in lat. 38 deg. 46 min. N. and long. 9 deg. 30 min. W.

La CROTA, on the N. coast of the Mediterranean, on the coast of France between Marseilles on the W. and Toulon on the E. is round the point of Cape de l'Aigle on the E. side. There is a little island off the S. point, which serves to shelter it from the S. and S. W. with some rocks between it and the main. It is W. N. W. from Bandol; and within its small bay is anchorage in 10 fathoms water. It is otherwise called CIOTAT, and is famous for Muscadine wine. The harbour is defended by a strong fort, and is in lat. 43 deg. 12 min. N. and long. 5 deg. 46 min. E.

CIPANZO River, on the W. coast of New Mexico, is 2 leagues beyond Chira. Here ships ride to take in goods from Nicoya, which is a town within the land, and from which they are brought down the river in large barges or other vessels of that nature, for which only it is navigable. See CHIRA.

CIRNE Island, a name given in some maps and charts to the island of France in the Indian Sea.

CISARGA Island, is a small island which lies near the W. point of the river's mouth, in which the harbours of

Corunna and Ferrol are situated, the one on the N. and the other on the S. shore. It is 8 leagues nearly due W. without Corunna, and 18 or 19 about S. W. from Cape Ortegal. See CORUNNA. It is foul round about.

CITADELLA Harbour, on the W. part of the island of Minorca is but small, and distant from the island of Majorca 10 leagues. The town stands at the head of it, and from its rampart the island of Majorca is visible. Its lat. is 39 deg. 54 min. N. and long. 3 deg. 34 min. E.

CITRIE or SETRY, on the W. coast of Africa, of which Little Citrie, is 5 leagues W. of Great Citrie, and 3 leagues to the E. of the Black Point. The negroes and English seamen call this Piquino and Pickinini Setry, as the other is called Grand Setry. The westernmost is known by a great Cape or Promontory that runs far out with three black points, and by two great rocks, of which one is larger than the other, and standing far into the sea. Being clean and steep, ships may run close by them without danger. A reef of rocks runs off from the W. point of the river, and the town stands a little to the E. of the reef near the point. As the principal place for ships on the Grain Coast, it demands particular attention. The land within is very high, and appears in many round hummocks from one Setry to the other. To anchor upon the coast, bring the rocks of Setry at N. W. the point called Wappo or Wappen, at E. S. E. and Setry Town at N. E. and that will secure good ground in from 15 to 16 fathoms. Farther out is 20 and 30 fathoms with foul ground and rocky, in which ships will lose their anchors. See WAPPO.

Great CITRIE is 5 leagues to E. S. E. Upon the land near the point are several high naked trees, without branches, like poles or masts. Bring the river at N. or N. by E. and these trees at N. E. by N. and anchor in from 25 to 26 fathoms. This is 22 leagues N. W. by W. and W. N. W. from Cape Palmas. Between them are some little creeks and rivers for wooding and watering with boats, but no port for ships; these generally ride off in the open sea, which is all along free from any hidden dangers, a league or two from shore.

CITRON Bay, at the S. end of the island of St. Lucia in the West Indies, between

between Golden River and Old Fort Bay.

CITTA nova or *nuova*, is a town of the E. coast of Italy, to the E. of Ancona, on the coast of the Adriatic or gulf of Venice, on a small river or creek. It is in lat. 43 deg. 16 min. N. and long. 13 deg. 46 min. E.

CITTA nova or *nuova*, is a town of Istria, situated on the Adriatic Sea or gulf of Venice. It lies across the gulf about N. by W. from Ancona, and 20 leagues to the E. of Venice, within a small creek or bay on a prominent part of the coast, E. from Cape Sevorì. Its lat. is 45 deg. 36 min. N. and long. 14 deg. 2 min. E.

CITTA vittoriosa, or *il borgo*, is a strong town of the island of Malta, on a narrow neck of land at the head of a harbour on the left of Valetta. A broad natural canal runs from it on each side of the town, so as to inclose it, and form an excellent harbour. It is in lat. 35 deg. 54 min. N. and long. 14 deg. 34 min. E. See MALTA.

CIVITA vecchia, is a fortified city of Italy, situated in a bay of the Tuscan Sea, being a free port and the usual station for the Pope's galleys, 12 leagues N. W. from Rome. It is in lat. 42 deg. 5 min. N. and long. 11 deg. 50 min. E. It is 10 leagues E. S. E. from Porto Hercule, and the entrance into the haven is easily known by an old wall in the sea about a fathom above water, which stands before the haven. On the W. side of it upon the shore there is a light-house. Sail into the haven on either side of the wall, but the E. side is deepest having 5 fathoms. A shoal that runs off from the point must be avoided, because the ground upon it is foul. There is 3 fathoms in the fairway on the W. side of the wall, and it is deeper within. Come to anchor within the haven, having two anchors in the water, and two head-rafts in rings upon the wall. It is 6 leagues to the W. N. W. from Ostia, or the mouth of the Tiber.

CLAGGENCARROCK Bay, in the island of Ilay, off the W. coast of Scotland, is directly N. from the N. point of Ireland or Rathlin Island. It is a foul and dangerous coast, and few persons venture near it without pilots. But that daring adventurer, Thurot, anchored in it before he took the town of Carrickfergus in Ireland, with his 3-ships.

Bay *St. CLAIR*, on the S. coast of

Labrador, is of considerable breadth and depth, in lat. about 51 deg. 25 min. N. and long. 53 deg. 10 min. W. situated between Wolf's Creek to the eastward, and Philippeau Bay to the westward.

CLANDORE Bay or Haven, is close by the W. side of the high point of Kedonneto, in the midway between Castle Haven and the Old Head of Kinfale, the whole distance being only 9 leagues from the W. S. W. To sail into it run in close aboard of the said high point, as a ledge of rocks lies off from the W. side of it, and comes about almost to the E. After the ship is in, observe the castle, off which is good riding in from 5 to 7 fathoms and good ground.

CLANON Islands. See GLENAN.

CLANTARFF Island, before the city of Dublin in Ireland, is a small island about midway from the point and fort of Rings End on the S. and the village of Clantarff on the N. to the W. of the point of land called the North Bull. In a pool close under the shore near the village is 9 or 10 feet at low water; but round about, as in most places of the haven, it is quite dry, so that a ship has scarce room sufficient to wind up and down. Anchor there at N. N. W. and S. S. E. Ships of any tolerably large tonnage and depth, stop a mile below at Poolbeg, as it is very shoaly close before the town, and dries at low water in common tides.

CLAPP'S Island, in the Eastern Indian Sea, is 10 leagues W. by S. from Trouvers Island. When this island bears W. S. W. about 4 leagues distance, a ship may steer for Java Head and the S. W. point of the straits of Sunda on a course N. easterly, supposing her to be sailing along the W. end or S. W. part of the island of Java.

CLARA Island, a small island, directly S. from the projecting point of the westernmost of the Achill Islands on the W. coast of Ireland, between which is the entrance or passage E. into Clew Bay, within the easternmost of the two islands of Achill. It lies to N. E. by N. from Slyne Head, and about S. E. from Achill Head. See ACHILL.

St. CLARA, a barren and desolate rock about 3 leagues to the S. W. from Graciosa, one of the Canary Islands.

St. CLARA Island, in the large bay of Gyaquil, on the coast of Peru, and on the W. coast of South America, is about 23 or 24 leagues to the S. W. of Gyaquil,

guil, situated in lat. 2 deg. 28 min. N. and long. 82 deg. 20 min. W. Pana Island is 7 leagues E. N. E. from it.

CLARENDON River, on the coast of North America, falls into the Ocean on the W. side of Cape Fear; for this, which is now more commonly known by the name of Cape Fear River, see *Cape Fear*.

La CLARTE Point, on the N. coast of France in the English Channel, has a church which is a mark to know the Seven Islands. It stands on the main thwart of them, and has a high steeple. The Bassamuer Rock is on a shoal about a league N. by W. from this church; and though it appears dry, there is more than 30 fathoms water on every side of it within half a mile.

St. CLAUDE Cape, on the coast of Nova Scotia, is at the S. W. entrance of the bay of Port Royal or Annapolis Royal, in the bay of Fundy, and above 20 leagues N. E. from Cape Minas. See ANNAPOLIS.

St. CLAUDE Island, contiguous to the main land of Nova Scotia, and very near to Cape Herring on the N. W. on the W. side of the sound between St. John's Island and the Continent.

CLAUNE Point, on the E. coast of Newfoundland, is what may properly be deemed the N. inlet into Conception Bay.

CLAY, on the coast of Norfolk, lies nearly in the road upon the land from Lynn to Harwich. It is a port, to which large salt works and a good trade belong. It is contiguous to Blakeney, where an account has already been given of the harbour. Its lat. is 53 deg. 2 min. N. and long. 1 deg. E. See BLAKENEY.

CLAY or CLEY, on the coast of Lincolnshire, on the S. side of the River Humber, about a mile to the S. E. from Grimsby. A large sand stretches out from the coast into a point towards the sand called the Bull, from the point of Grimsby to the Buoy, nearly E. which is N. of the Bull Sand, called Clay Ness Buoy. From this point it turns short to S. S. W. and then nearly S. parallel with the coast, and with the W. side of the Bull Sand, forming a channel between at high water, of variable breadth from half a mile to a mile, the fairway of which is about half a league from shore. There is also a small sand in mid-channel, in going out between the S. end of

the Bull and the shoal of the beach; to the N. of which between it and that end of the Bull, in a direction of E. is a fair channel out and deeper water.

CLAY's Hill, in the bay of Bulls on the E. coast of Newfoundland, is a noted mark for anchorage. The bay is here about half a mile over. The fishing admirals are usually stationed here, and fix their stage on shore within a cove beyond Bread and Cheese Point on the N. side of the bay. To go in, this point must have a little birth, on account of a funken rock, at about half a cable's length off, the rest of the bay being bold and steep. After passing this point, go up and anchor in from 13 to 14 fathoms, taking care to bring John Clay's Hill at N. N. W. where that depth will be found from side to side. Merchant ships go farther up into 8 and 9 fathoms.

Cape CLEAR, a noted promontory on the S. coast of Ireland, which is well known to seamen, as the most southerly land of that country. It is on a small island, on which is a castle, and the nearest land on the main is the point of Baltimore at N. by E. from it. The three Calves Islands, Inishirkin, and Hare Island, all lie directly N. from it; but the last is within the limits of the bay, and Inishirkin lies directly W. from the W. point of Baltimore. Mizen Head is at W. N. W. about five leagues; and Crook Haven is within these limits of the land between them, about two leagues E. from Mizen Head. The Fastney Rock is about two leagues W. by S. from it. The cape is in lat. 51 deg. 18 min. N. and long. 9 deg. 49 min. W. and has high water at the island at about 4 h. 30 min. at spring tides. On this coast, to the eastward, the tide of flood sets E. N. E. along the coast; which land may be seen by ships coming from the sea in 54 fathoms, and from the cape westward to the Dorseys in 58 and 60 fathoms. A great part of the land is seen in 35 and 40 fathoms, the former depth not being far from the land; so that in the night no ship should come into a less depth than 40 fathoms. It is about 60 leagues from off St. Agnes light-house in Scilly to this cape, and nearly W. N. W. a little northerly.

CLEAR Cove, in the harbour of Fermowes on the E. coast of Newfoundland, is one of the smaller coves of that large haven, on the N. or starboard side, as ships enter the road.

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CLEDHEN Rivers, of which there are two, rise in the northern part of Pembrokeshire, in South Wales, and, after their union, discharge themselves into Milford Haven.

CLEDON Point, the N. point of Hodiern Bay, on the W. coast of France, from which at W. S. W. distant 24 leagues, and about 25 leagues S. W. from Ushant Island, is a dangerous rock; off which care should be taken to avoid it, in going in or out of the bay, to or from the northward.

St. CLEMENT's Island, a small island off the town of Mouse Hole in Cornwall, on the W. side of Mount's Bay, and contiguous to the S. W. point of the bay. On this side is clean ground, and within the island is a large sandy bay, where ships may anchor in 7 or 8 fathoms; it is open indeed to S. E. and S. S. E. winds, which blow right in, but completely land-locked against all others. See GOVER's Lake.

CLENOCK Haven, called by the Dutch ENDRIGO, (which see) is to the S. of Sligo Harbour on the W. coast of Ireland, in the very bight of the large bay from Broad Haven Sound on its W. to Cape Telling at N. N. W. from it. The entrance is more than a league in breadth, and five fathoms water; but it is very little frequented.

CLERKE's Harbour, otherwise *Port Clerke*, is to the S. of Pickersgill's Cove, in Christmas Sound, and much larger than the cove. To come in round York Minster from the westward, between Shag Island on the starboard and the rocks and islands off the point of York Minster on the larboard, when abreast of the S. end of Shag Island, haul over to the W. shore; be careful, however, to avoid the beds of weeds in this passage, which always grow on rocks, the depth of which is not only very uncertain, but, where a sufficient depth of water is over them, some having 12 fathoms, they must always impede a ship's progress, and stop her. On the N. of some low rocks lying off a point on Shag Island is the entrance into Port Clerke at W. by S. a mile and a half, with from 12 to 24 fathoms. Here may be procured both wood and fresh water, two very essential articles in such a climate. To the southward of this port about a mile, a large island appears to cover another bay from S. and S. E. winds. See CHRISTMAS Sound and PICKERSGILL's Cove.

CLERKE's Islands, in the N. Pacific Ocean, are two islands of considerable extent, and containing several hills, all of which are connected by low land, so as to occasion the looking at a distance like a groupe of islands. Near the E. point is a small island, which is remarkable for having on it three elevated rocks. These islands are in lat. 63 deg. 15 min. N. and long. 169 deg. 30 min. W.

CLERKE's Rocks, on the coast of S. Georgia, are situated in about 55 deg. 5 min. of S. lat. and 34 deg. 4 min. of W. long. and 12 leagues S. 75 deg. E. from Cooper's Island.

CLEVELAND Bay and Cape, on the E. coast of New Holland, of which the cape is the E. point, and the bay about five or six miles in extent, are about N. W. from Cape Upstart, in about 19 deg. of S. lat. and 147 deg. 15 min. E. long. a little more or less. Magnetical Island is the W. point of the bay; so called because the variation, which to the S. E. was 9 deg. E. was here no more than 5 deg. 35 min. E. and even at that did not traverse freely.

CLEW Bay, on the W. coast of Ireland, within the islands of Achill. See CLARA Island.

CLEY Neis. See CLAY.

CLIFF End Bank or Shoal, above Birchington, to the W. of Margate in Kent. Off the Cliff End, a little below the Hook, is a shoal called the Middle Ground, near the shore on the S. side, on which is but 14 feet at low water, though there is a channel of four fathoms on each side. It is a small narrow ridge, lying E. N. E. and W. S. W. in length about a mile. All the shoals above Margate must be attended to, in turning up or down, especially at high water; for ships must stand no nearer Margate than six fathoms, and above Westgate Bay than five fathoms.

In coming down the river, having, as a long mark, brought North Down upon Nallan Mill, about E. by S. half S. till Monkton Mill comes on a single tree at the W. end of Lower Hall Grove, steer in for land at E. S. E. half E. to avoid the shoal, till Bishopton comes open to the S. of George's Farm, which lies S. from the Reculvers, at N. by W. From thence steer away E. by N. and this course will carry a ship clear both of this bank and of the Long Nose.

CLIFF of Calais Bank or Shoal, the outermost or westernmost of five long banks which lie off the coast of Flanders,

at N. N. E. from Calais Cliff about five leagues and a half, on which is 21 feet water, and within it a wide channel of 23 and 24 fathoms. This is distinctly called the Cliff.

Seven CLIFFS, are W. of Beachy Head, at the W. end of which is Cookmore or Cuckmore Haven. Thwart the W. end of these cliffs is anchorage in from 7 to 9 fathoms water. See COOKMORE.

CLIPPEN'S Island, or *Steen CLIPPEN'S Island*, on the E. coast of China, in the Indian Ocean, is about seven leagues W. S. W. from Cicier de Terra Island. In coming towards it from the E. it lies in a small range; and the approach to it will be known by shoaling from 25 into 12 fathoms, when it will be within gunshot, near the great shoal of Thiempo. Between the point and the island it is full of shoals and rocks, of which many are above water, appearing at a distance like the ruins of an ancient city, and one great rock in the middle resembling the tower of a great church.

CLOGHY Bay, is to the N. of New-castle, on the E. side of the peninsula formed by Strangford Lake on the E. coast of Ireland, round the N. point of which, being the most easterly point of the whole kingdom of Ireland, the land bears off a little westerly, and gradually more so to the entrance of the bay of Carrickfergus.

CLONEA Bay, on the S. coast of Ireland, a small bay to the N. E. from the great bay of Dungarvon.

CLONEKILLY Bay is S. W. from Kinfale, on the S. coast of Ireland, and nearly W. from the Old Head of Kinfale, and about E. N. E. from Castlehaven, having a bay on each side of it within these limits. It runs into the land up to the town of its name.

CLONICK Bay, the same with *CLENOCK*, which see.

CLOSTERDAM Church, on the coast of Germany, a mark for sailing to Embden, to clear certain sands which lie near the coast. Bring this church, after passing the Camper Buoy and the Emshorn Buoy, into one with Holwick at S. W. when a ship will be abreast of the Emshorn Buoy; and from thence on the S. W. shore are five beacons, all which must be passed by a S. S. W. course to Groninger's Dyke, when this church of Closterdam is to be brought in one with the church of Wyrde, near the shore of Delft Zyl. This will

direct a ship clear of the Hont and Pap Sands, which lie on the E. side of the channel; or they may be passed on the other side within them, close to the E. shore, in six fathoms. But the W. channel is much the best.

CLOUDY Bay, without Queen Charlotte's Sound to the E. in the southernmost of the two islands of New Zealand. It is a deep bay or inlet, and the bottom probably low land with tall trees. When off this bay at three leagues distance, Cape Campbell, the southernmost land in sight, bears S. 16 deg. W. and the snowy mountain S. W. Cape Koameroo is N. half E. at 7 or 8 leagues distance, and Cape Palliser S. 79 deg. E. 13 leagues off. The lat. of a ship in that situation will be 41 deg. 27 min. S. and long. about 175 deg. E.

CLOVELLY Harbour, is a small harbour in Barnstaple Bay, having a pier or mole to shelter it from the sea. Many of the craft employed in the herring fishery rendezvous here.

CLOVEN Cliff, on the E. coast of Greenland, is in lat. 79 deg. 43 min. N. and long. 9 deg. 31 min. E. The variation of the compass here is 19 deg. 24 min. W.

CLWYD or CLYD River, in North Wales, after passing the city of St. Asaph in Flintshire, in a N. W. direction, falls into the sea to the same point between Ormshead Point and the mouth of the Dee. The vale through which it runs has, for its beauty and fertility, been emphatically called the vale of Clwyd or Clyd. At the mouth of it is the small port of Rhudlan, into which only small vessels can go.

CLY, on the coast of Norfolk, contiguous to Burnham, for which see CLAY.

CLYDE Frith, on the W. coast of Scotland, is opposite to the island of Bute, and is the mouth of a very considerable river. After rising in Annandale, it runs N. W. through the vale so called, passing by Lanerk, Hamilton, and the city of Glasgow, and from thence to the sea.

Cape COAST CASTLE, or *Cape CORSE*, is five leagues and a half to the eastward from Commenda or Ampenie on the coast of Africa, having between them Castle Minas or St. George, nearly in the mid way. From the W. it makes like a hill close to the water's edge, being seated on a rock called Taborough, which lies far out into the sea N. W. by N. near which is eight fathoms water, and good riding under

under the guns of the castle. The ground on all this coast is a good holding sand, and, if the cables are to be depended on, no fear need be entertained of the anchors. Danes Hill is one mile from it. The cape is in lat. 50 deg. N. and under the meridian of London.

COAVO River. See **QUILOA**.

COBECA River and Harbour, the latter of which is in the mouth of the former, on the island of Porto Rico in the West Indies. It is W. from the principal harbour of the island, and has a small island in the entrance of the harbour, called the Passage, which reaches quite across the mouth of the river, so far as to leave an entrance for ships at the E. end only, and forming a harbour within.

COBHAM Island, perhaps **BROOK** Cobham Island, is in lat. 63 deg. N. and long. from Churchill 3 deg. 40 min. Its two extremities bear N. by E. and E. by N.

COBIJA Harbour or Creek, on the coast of Peru in South America, lies in the bay of Atacamá, as it is called. This is a good port for private trade, as well as for the Spanish ships, especially for carrying the treasure which is brought hither from the mines that lie near to it. The water to be had here is brackish and unwholesome; but at Pagueña, 10 leagues N. good water may be procured. The coast is all along high, mountainous, and rocky, trending about N. N. E. then N. E. by N. and afterwards due N. See **ATACAMA**.

COBLER's Alley, in the passage out of the river Thames down the Queen's Channel, the best mark for which is Minster Mill, just open to the W. of Birchington Mill, at S. S. W. nearly.

COBLON, is a port town of India, on the Coromandel coast, four leagues S. from Fort St. George, in lat. 12 deg. 56 min. N. and long. 80 deg. 20 min. E.

COBRA River, on the W. coast of Africa, of which the cape of St. Apollonia is the E. point. See **ANCOBAR**.

COBRAS Island, on the coast of Brazil, in South America, is on the S. side of the river Janeiro, within which the ships usually ride at anchor in eight fathoms. See **JANEIRO**.

COCAGNA Island, off the mouth of a small river of Nova Scotia, on the W. side of the sound between the island of St. John's and the main continent of

America, and 6 or 7 leagues at N. W. by N. from St. Claude Island, in the same sound. See **CLAUDE** Island.

COCHIEN or COCHIN Harbour, on the coast of Malabar, in the East Indies, is in lat. about 10 deg. and long. 75 deg. 27 min. E. The island of Calpeny, one of the Laca Dives Islands, is exactly in the same parallel of latitude, near two degrees and a half to the W. Near the coast, on the S. is from 7 to 9 and 10 fathoms, and from 20 to 80 directly W. to seaward. It is more than 38 leagues S. a little easterly from Callicut. Northward along the coast as far as Panian, a shoal runs off from the shore, not more than a league in breadth in any part of it, ending in a large round reef of sand just on the N. side of the entrance into this harbour. It has from 5 to 9 fathoms on it, and in one part gradually shoals to three fathoms, and then becomes dry towards the shore; notwithstanding which it makes an excellent harbour, as ships may ride close under the S. end of the reef in from 6 to 7 fathoms, within two miles of the town. To anchor in this harbour, bring the town to bear at E. N. E. or a point more northerly, or bring the windmill on the shore and the flag-staff on the fort into one; this situation is the best anchorage, a good oozy sand, with from 7 fathoms to 7 and a half water. The harbour has no bar. At first opening the town makes a very handsome appearance, and the river appears capable of receiving large ships; it has a bar, on which is only 4 feet at low water, and 14 at high spring tides. The channel is also uncertain and shoaly, and ships should come no nearer than into six fathoms. The situation of the town is low and marshy, and the air unwholesome; but it affords abundance of provisions; and the shoals, by which the entrance of the harbour is in winter choaked up with sand, are in summer carried away by the currents. It is almost encompassed by the windings of the river, and the country is generally shaded by trees. The soil is, for the most part, not very fertile; but abundance of pepper is to be got here.

COCKBURN Islands, lie off the point of Temple Bay, on the N. E. coast of New Holland, at a small distance from the N. point of that extensive island. Cape Grenville, one of the points of this bay

bay, is in lat. 11 deg. 58 min. S. and long. 14 deg. 22 min. E.

COCKELEY, TOMBERLICK, or TOMBERLY, is near the point of Hughly River in the East Indies, and the bottom of Bengal Bay. See **HUGHLY**.

COCKEN Sound, is in lat. 65 deg. N. on the W. side of the Greenland coast, and lying N. W. from Cape Farewel or Frobisher's Straits; having Queen Ann's Cape a little to the N. of it.

COCKERMOUTH, a town of Cumberland, situated between the Rivers Darwent and Cocker, which almost encompass it, is N. from Whitehaven, and has a harbour for vessels of good burthen, above Workington. Its lat. is 54 deg. 42 min. N. and long. 3 deg. 25 min. W. See **WORKINGTON**.

COCKLE Channel and Sand, to the N. of Yarmouth Roads, on the coast of Norfolk, of which the latter lies nearly parallel, with the coast from off the church at Castor to Winterton Nefs. There is a good channel between it and the main, having from 5 to 8 fathoms, sometimes not more than three quarters of a mile from shore. On the sand is but 4 feet; and the channel without it, as it is but narrow, has from 5 to 10 fathoms, at 2 miles from shore, leaving the Knowle Sand to the E., which is sometimes dry in the middle. See **KNOWLE**. The S. end of this sand is called the Cockle; but the N. end is called the Middle. Within the sand is anchorage all the way; in the outer channel keep the distance of 2 miles from shore, to avoid some overfalls, called the Sea Dogs Heads, thwart of Winterton Nefs and the N. end of the Cockle or Middle Sand, about 4 miles or more E. from the Nefs. The channel between the Cockle and the Knowle is commonly preferred by large ships, in going out of Yarmouth Roads to the N. and is that which is called the Cockle Gat; the Cockle and Middle Sands, being, as we have said, only a continuation of the same bank, are then left to larboard.

To enter this channel, it may farther be observed, that the southernmost round tower of Yarmouth must be brought to bear with the two southernmost mills, and then run with this as a long mark till the tower is open of the mills just the breadth of the said tower; and so steer to the northward of the mark, which will carry a ship through between the two sands,

A shorter mark, which indeed amounts to the same, is the windmill on the N. W. part of the town, called Keywell, about a sail's breadth to the westward of the N. W. tower of Yarmouth, and appears like a dove-house. This will also lead to the northward, in 6 or 7 fathoms or more as far as the Sea Dogs Heads. The S. part of that shoal begins when the two windmills of Winterton come one in another. See **SEA DOGS Heads**.

To come into this channel from the northward, observe a low church to the N. W. of Hasleborough, which keep a sail's breadth open of Hasleborough cliff, and with this mark steer directly into the Cockle Gat. But to prevent any mistake, respecting the right church, which may sometimes be opened and sometimes shut off the cliff of Hasleborough, as soon as the church bears N. W. by W. steer away S. E. by E. which will lead to the other marks already related, and within all the overfalls that lie short of Winterton Nefs.

COCKLE Shell Bay, in the Island of St. Christopher's, in the W. Indies, is at the S. E. end, between Major's Bay and Mulquito Bay. It is directly opposite to the Island of Nevis, and though the ground is rocky off each point of it, there is 2, 3, and 4 fathoms in this Bay. The sand and rocks which run off from Nevis Island off the point of Hurricane Hill, half channel over, point directly at N. W. from this bay.

COCK SAND, not far from the Naze Point on the coast of Essex, is a mark for sailing from the River Thames towards Harwich, or the northward. When the trees on this sand are just open of the Naze Point, that direction is straight upon a stone bank at half a league from the point to E. by N. between which bank and the Naze there is only 9 feet at low water. Pines trees, a little to the S. of Harwich, when brought to open and shut with Harwich cliff, are also in a direct line for that bank. The light colliers usually keep the Naze trees at S. W. and steer N. E. in from 5 to 7 fathoms, which carries them through between the Cock Sand and the ridge; and when Harwich steeple is over the brew-house on the N. of Languard Fort, the Cock Sand is cleared.

COCK SCAR is a bare rock, on which is a tower or warder to the N. of the Great

Great Wranger; about which a ship may safely fail, as it is visible, and therefore less dangerous than the Revel Stone. The Wranger is 44 leagues W. N. W. and N. W. from the Road of Narva, on the coast of the Finland Gulf.

Coco Bay and Harbour, on the N. coast of S. America, are very good, being E. S. E. from Cape Romano, between it and a shelf on the W. of Taratura. From Coco the coast thrusts out into the sea for many leagues northerly to the mouth of the great River of Maricaybo, or Gulf of Venezuela. See VENEZUELA.

COCOA Island, a small island to N. N. W. of Hog Island, off the W. coast of Sumatra, in lat. 3 deg. 30 min. N. and about half a deg. of long. W. from the Port of Achen at the N. W. end of Sumatra, on the E. side of Bengal Bay.

COCOA Point, in Tinian Road, in the E. Indian Ocean. See TINIAN.

COCONGO. See CACONGO.

Cocos Islands, in the Bay of Bengal, are N. E. by N. from the N. E. end of the Great Andaman Islands. The southernmost of them lies in lat. 12 deg. 20 min. N. and long. 96 deg. E. on the E. side of which is very good anchoring in a sandy bay, where wood and water are easily procured.

Cocos Island, an Island in the S. Pacific Ocean, in lat. 5 deg. 15 min. it is a small pleasant island and has good anchorage.

Cocos Island, called by Capt. Wallis BOSCAWEN's Island, which see.

Cape COD, a promontory of the Atlantic, on the coast of North America, near the entrance to the harbour of Boston in New England, in lat. 42 deg. 0 min. N. and long. 69 deg. 45 min. W.

COD's Head Point, the second point of Kilmore Sound, on the coast of Ireland, on the starboard, on the E. side of that bay, 2 leagues short of a fine deep bay called Killarush. Wenis Island is on the larboard side at the entrance of the Sound. Near Cod's Head is from 40 to 45 fathoms water. See BALLYDONAGAN.

CODLINGRIDGE Buoys, on the E. coast of Ireland, and N. eastward from Wicklow, are situated in lat. 53 deg. 8 min. N. and long. 6 deg. 37 min. W.

COETZA Island, a small island near Margeritta Island in the W. Indies; in

about 11 deg. N. lies to the E. of Punta del Rey, or King's Point on that island. Between them is a good road for ships in from 4 to 5 fathoms water. This island and Cubagua are both on the N. side of Margeritta.

COHANZY River, in the state of W. Jersey in N. America, is navigable for small vessels, being deep though it is narrow. It has a town of its name about 4 leagues up the river.

COJIMAR River, on the N. side of the Island of Cuba in the W. Indies, is to the E. of the Havannah, and W. from Boconao River.

COIMBRA, or Juan de Coimbra Shoal, on the W. coast of Africa, from which there shoots out a reef in the passage to the N. bank, being a sand that runs E. by N. and will be discovered only on a falling tide. If it is not seen, lie by till the water is more fallen, so as to point it out, and as soon as it begins to shew its situation, as it does by 3 waves or bars always mounting against one another, like the blowing of a whale; then run E. by N. in 5 fathoms water, or at most in 5 and a half, but never in 6. If the last depth is found, tack to the N. to recover 5 and a half, the only true depth of the fairway. The shallower depth of 3 or 2 fathoms requires to tack to seaward. The breakings, which begin before the water is one-third fallen, are an excellent guide. See CARAVELLAS.

COJIMES, or COXIMES, are three small rivers on the coast of Peru, descending from the mountains of St. Juan de Quaque. They are particularly to be noted, because there runs out from them far into the sea as many flats or shoals, at the end of which are several small islands. All these are carefully to be avoided, because they are foul and dangerous; nor should a ship venture near any part of this coast in the bight, as the tide of flood, in cases of calm, which are frequent, must drive it into some of those rivers. These rivers are situated on the northern side of the deep bay between Cape Passado on the S. of the line and Cape St. Francis on the N. of it.

COJULA River, on the W. coast of New Mexico, is between Sacrificios Island, or Island of Sacrifices, and Julian Carrasco River; being 3 leagues from the former, and 4 from the latter. Between the two former the coast is high, and bad landing on account of the surges of a high sea on shore.

COKER Bay, in Lancashire, at the mouth of Coker River, falls into the Irish sea to the S. of Lancaster, on the S. side of the village so called near its influx into the ocean. A considerable part of it is dry at low water, in a semi-elliptical form, turning round to the N. E. to the mouth of the River Lune below the town of Lancaster.

COL Island, one of the small islands of the Hebrides, to the W. of Scotland, running in a line nearly N. from the Skerries on the N. part of the kingdom of Ireland. Its lat. is 57 deg. N. and long. 7 deg. 15 min. W.

COLANCHE River, is on the coast of Peru, and on the S. Pacific ocean, off which is a small island of the same name with a rock on it, 3 leagues to leeward of Port St. Helena, to the N. E. In the river is fresh water, which boats from St. Helena frequently fetch for the use of ships lying there under the point. There is a free channel all round the island, even between it and the main, and from 10 to 15 fathoms. From the river to the Island of Solongo it is 7 leagues to N. by W. The coast is here known by the high mountains of Picoña or Pisana within land that continue as far S. as this river, before which, about 2 leagues, they begin to narrow away to a ridge; they can be seen a long way off at sea. This river is nearly in 2 deg. of S. lat.

COLBERG, on the coast of Germany, in the Baltic, is 17 leagues E. from the New Deep, at the mouth of Cammin Sound. See **CAMMIN**. To go into it; as the entrance is very difficult, we can only recommend to seamen, who come here, to take a pilot. It is 20 leagues to the N. E. from Stettin, in lat. 54 deg. 21 min. N. and long. 15 deg. 39 min. E.

COLCHESTER, in Essex, situated on the River Coln, which almost encompasses it, especially on the N. and E. sides. The river is navigable for small vessels up to the Hithe, about a mile from the town, where there is a quay, and for ships of burthen to a place within 3 miles of it, where there is a custom-house. A royal navy might be contained in it a little lower down. It is a noted place for its beds of oysters, which are collected about the sands at the mouth of the river, here called Spits, and laid up to feed at Wivenhoe on the shore; whence they are brought to the town to

be barrelled, and sent to London and other places. Its lat. is 51 deg. 55 min. N. and long. 1 deg. E.

This town is, by a late act of parliament for furnishing 20,000 men to the navy, to contribute a quota of 84 seamen.

Cape COLD, at the N. end of Charles Island, on the E. coast of Greenland, is in lat. 79 deg. 6 min. N. and long. 10 deg. 57 min. E. The variation of the compass here is 19 deg. 36 min. W.

COLDING, a town of Denmark in N. Jutland, which has a harbour of 2 miles in circumference, and deep enough for the largest ships. It is in lat. 55 deg. 35 min. N. and long. 10 deg. 15 min. E. It is situated at the extremity of a bay of the Little Belt, about 17 leagues to the S. by E. from Wyburg.

COLDOFF Head, is a point of land on the N. coast of Ireland to the W. from the mouth of the River of Londonderry. To go from the road before the mouth of Londonderry Harbour, is a great sand or bank called the Tuns, which runs out to sea 2 miles N. from the E. point of the haven. It must be observed that the first quarter of the ebb runs out of the harbour right over the Tuns, which makes it necessary to sail N. N. W. to avoid being drove on them. As soon as this head of Coldoff is open, the ship will be past the Tuns, and may then steer away N. E. by E. to go clear of the head of Rathlin Island.

COLE, a shoal of sand on the N. side of Anglesea Island, with but 2 fathoms on it, 2 miles N. of the West Moule Rock, which lies at N. E. from Carren Point, a short mile from shore. The fairway from the point to Priestholm Island, at the entrance into Beaumaris Bay, is to go between them.

COLEDAGH Head, the same as **COLDOFF**, which see.

COLEMAN, a sand round the N. Foreland, nearest to the land, having the Querns and Brakes without it. To go clear of it is to keep St. Peter's church a man's height above the land; but in the night, when it cannot be seen, the surest direction is to come no nearer than 7 fathoms. See **BRAKES**.

Cape COLENET, in New Caledonia, is in lat. 20 deg. 30 min. S. and long. 164 deg. 56 min. E.

COLERAINE, up the River Band, on the N. of Ireland, to the eastward of the entrance

entrance into Londonderry Harbour. See **BAND Haven**.

COLIMA, is a port town of Mechoacan, on the W. coast of Mexico, at the mouth of a river which discharges itself into the Pacific Ocean, situated in lat. 19 deg. 20 min. N. and long. 106 deg. 15 min. W. Though the coast to the southward is generally rugged, yet there are strands and anchoring places and shelter from the N. W. winds, which are the most boisterous hereabouts in the Summer. To the N. W. of Tachisi Point or Head-land, which is 6 leagues from the town of Pomaro, it is, however, plain land, and full of mangroves, with an offing of about 3 leagues from this point a parcel of ridges or high land will be seen, all a champaign country, and known by this name of Colima. A smooth break to the N. E. within the country shews among these ridges; and, if the weather is clear, a burning mountain or volcano may be seen through the farther part of the break, called "the burning mountain of Colima." It is all covered with cattle, and orchards of cocoa. Salagua is to the northward of Colima.

COLIOURE. See **COLLIOURE**.

COLKNICK, without the small fishing town of Peterhead, on the E. coast of Scotland, from which along shore it is 2 leagues N. to Ratterhead. But a ledge of rocks runs off from the latter at E. N. E. a mile into the sea, and to keep clear of it, come no nearer than 12 or 13 fathoms, or, which will be as effectual, keep the great hill of Moor-mount in sight above the sand downs of Ratterhead, at W. S. W. or within a point either way.

COLLAR COATS, is a pier or harbour about 2 miles to the N. of the bar of Timmouth, where vessels go in at high water to load coals, and lie dry at the ebb. The passage in is between and amongst several rocks, but it is beaconsed and marked; and when the vessels are in they are loaded by carts which bring the coals to staiths purposely erected on the cliff to shoot them down from. Seaton sluice is about 4 miles to the N. of it. It is high water here, as on a great part of the coast to the N. of the Humber, with not much difference, about 3 o'clock at spring tides.

COLLIER's Bay, on the E. coast of Newfoundland, is about a league from Briggs Cape to S. S. W. It is in the

bottom of the great Bay of Consumption, and has no inhabitants; and the water coming to be shoal so far in, renders it of no utility, where so many better coves and harbours are to be met with. Salmon Pool is near a league beyond it.

COLLIOURE, or **COLIOURE**, on the coast of Roussillon, in the Mediterranean, having Perpignan, within the River Tet, to the N. about 6 leagues, and Port Vendre at half a league from it to the S. It is a much frequented port, at the foot of a lofty mountain. It is in lat. 42 deg. 35 min. N. and long. 3 deg. 5 min. E.

COLN River, in the county of Essex, rises near Clare in Suffolk, and passes by Colchester in Essex. From thence it empties itself into a creek of the sea between the Island of Mersey and the main. See **COLCHESTER**.

Cape COLNETT, to the S. E. from Observatory Island, towards the N. E. part of New Caledonia, is in lat. 20 deg. 30 min. S. and long. 164 deg. 56 min. E.

COLOCHINA, in the Morea, is a small town of European Turkey. It has a harbour which gives name to a gulf near it, and is 9 leagues to N. E. from Cape Matapan, in lat. 36 deg. 36 min. N. and long. 23 deg. 16 min. E.

COLOMBIER Island and Castle, in the fairway of the course at the W. end of the Island of Sicily to Trapano. Keep to the southward of this island, and go in to an anchor within it, towards the city in 5 or 6 fathoms, which affords a shelter for most winds.

Cape COLONNE, or **COLONNI**, in Calabria, is the S. W. point or limit of the Gulf of Tarentum, under the Sole of the Foot of Italy, as it is called; from which the coast trends off W. nearly and then S. W. towards the Toe of Italy, and on the other side N. W. into the bottom of the gulf, of which the N. E. point forms the Heel of Italy, and is called Cape Mary at 24 leagues distance. It is also 32 leagues N. E. by E. from Cape Stillo; its lat. being 38 deg. 55 min. N. and long. 17 deg. 57 min. E.

Cape COLONNI, on the coast of the Morea, is S. E. from the great Gulf of Angia. Sometimes it is called **COLUM**; it is in lat. 37 deg. 45 min. N. and long. 24 deg. 37 min. E. See **ANGIA**.

COLONSA

COLONSA Island, one of the Hebrides, off the W. coast of Scotland, about 7 miles W. of the Island of Jura.

COLPA, or *Victor O COLPA*, is 7 leagues N. or N. by W. from Camarones, on the coast of Peru. It is the first of the broken hills to windward, which extend about 5 leagues, and which have red hillocks and some ridges, to the N. side almost to the shore, the latter of which are white like chalk. The head-land of Arequipa is between them, called by seamen Iquique. Port Arica, which lies in lat. 19 deg. S. is N. by W. from these gaps. Between Colpa and Camarones, the land continues rocky, as it is more to the southward.

COLSA Island, is one of the Shetland Islands, lying N. N. W. 2 miles from Titil Head, and S. by E. 2 miles from the Island St. RINGINS, which see.

COLUMBA Island, to the N. of Mahon, in the Island of Minorca, in the Mediterranean, is remarkable for the numbers of wild pigeons which breed in the cliffs. It is near the buferas or lakes, which contain the best mullets; these lakes being only separated from the sea by a sand, and on a level with it usually, though not always so. When it happens otherwise, which to many must appear a very singular phenomenon, it is thus naturally to be accounted for. As it sometimes happens that the Levant winds very sensibly affect the waters of the Mediterranean, the sea will then become lower than the surface of the water in the lake, because the confined water cannot filtre away so quickly through the sand, as the general surface of the sea diminishes, so that the lake will consequently be higher. On the contrary, when westerly winds prevail, and occasion the waters of the Mediterranean to accumulate and rise, the same cause will manifestly operate to shew, that the surface of the water in the lake must be lower than the sea.

COLUMBO, on the W. coast of the Island of Ceylon, is in about 7 deg. 10 min. of N. lat. and 80 deg. 25 min. of E. long. See **CEYLON** Island.

COLURI Island, in the Egean Sea, and Gulf of Angia, anciently called **SALAMIS**, is separated from the main land by the Strait of Perama, a mile in breadth. It has a town of the same name, with a harbour, and a village on

the scite of the ruins of the ancient **Salamis**. It is about 10 miles S. from Athens, and in lat. 38 deg. 0 min. N. and long. 24 deg. 5 min. E.

Cape COLVILLE, on the E. coast of New Caledonia, is in lat. 36 deg. 26 min. S. and long. 165 deg. 33 min. E. The S. end of the Barrier Islands lies to N. E. from it between 2 and 3 leagues, and Point Rodney is W. N. W. from it 9 leagues.

COLUM. See **COLONNI** Cape.

COLYACK Rock, a sunken rock which dries at low water, about 2 miles S. S. E. to seaward from St. Margaret's Bay, at or near the S. E. point of Ireland. To avoid it, in coming from Carnaroot, the Trunchin right on with the great island of Saltees is right upon it; but to pass it to the southward of it, keep the Trunchin and the smallest island of the Saltees in a line. To pass it to the northward keep the Trunchin well open to the southward of the great island; but it is better to pass without it by the other marks.

COMAIGA, or Valladolid, the capital of Honduras in the great gulf of Mexico. See **VALLADOLID**.

COMANA, or **CUMANA**, is a town of Terra Firma on the N. coast of South America, about 12 leagues E. from Laguara, and in lat. 10 deg. 6 min. N. and long. 64 deg. 26 min. W. It is situated near the mouth of a large lake or branch of the sea, called Laguna de Carriaco, or Caracao; but the entrance is too shallow for ships of burthen to get within it. It lies to the S. W. from Margaretta Island. See **CUMANA**.

COMANAGOTTA, is a small sea port also of Terra Firma, on the same coast, situated on a low and flat shore, which produces oysters, in which pearls are frequently found. It is about 10 miles W. from Comana in lat. 10 deg. 6 min. N. and long. 64 deg. 47 min. W.

COMBAHEE, a river of South Carolina, in North America, which falls into the sea from the N. W. being a considerable stream, to the N. of St. Helena's Sound, near the E. end of Coofau River.

COMB MARTIN, is a town of Devonshire, on the Bristol Channel, 7 miles from Ilfracomb, and 10 from Barnstaple. It is situated on the Severn Sea, where it has an inlet which runs through the town.

town. The lat. is 51 deg. 13 min. N. and long. 4 deg. 2 min. W.

COMEGRA, on the N. coast of Africa in the Mediterranean, is 5 leagues to S. S. E. from Cape Sufa, and the same distance N. W. by N. from the city of Africa.

Cape COMFORT, is in lat. 65 deg. N. is about 2 deg. to the W. of Cape King Charles, and a point of a large island in the form of a lozenge, facing Davis's Straits on the S. E. and Hudson's Straits on the S. W. Mill Island is N. by W. from it.

Point COMFORT, at the bottom of James's Bay, or S. part of Hudson's Bay, is on the W. side of Nodway River at the S. E. extremity; it projects considerably, so as to form a deep bay on each side of it. There is a river, called Frenchman's River, to the E. of Nodway River, and S. from Rupert's River. This point lies to S. E. from Charlton Island.

COMIGER, a craggy rock off the N. W. point of the island of Yvica in the Mediterranean. The coast extends from Comiger to S. by W. one way for 5 leagues, and to the other E. N. E. for 10 leagues; between which in several places is good anchorage.

COMIN Island, anciently called HENHESTIA, is an island of the Mediterranean situated between the islands of Malta and Goza. It affords anchorage at the S. W. end, between the point and 3 small islands to the N. W. in 7 fathoms. There is also anchorage about the midway between this island and Goza, in 12 or 13 fathoms, and near the N. E. to the W. of the small islands round the point, is also anchorage in 9 fathoms. In some charts it is called Comingo and Comona. The lat. is 35 deg. 51 min. N. and long. 14 deg. 15 min. E. being about 10 miles in circuit, and has a fort.

COMINGO Island. See COMIN Island.

COMITA Island. See CAMITA.

COMMACCIO, the most southerly of the mouths of the river Po, is the port of the Pope, 5 leagues N. W. by N. from Ravenna in the great gulf of Venice. Some vessels enter this river, and go up as far as to Ferrara and Bologna. But no ships can either enter, or even ride near the mouth without a pilot, on account of the violence of the current. It is 4 leagues N. N. W. from

hence to Volano, another of the mouths of the River Po.

COMMANOES, one of the small Virgin Islands, to the N. N. E. from Tortola, in lat. 18 deg. 25 min. N. and long. 63 deg. W.

COMMANON Bank, on the N. coast of France, is about 2 miles W. from the island Brusse or Bruslee. The marks for it are, to bring the N. point of Bruslee due E. and the southernmost of the Taurean Rocks, which lie before Lanion, on with Kerwill Mill to the S. of Lanion; these are right upon the shoal. It is about three quarters of a mile also from the Bas Araumar to the W. by N. which rock never dries.

COMMENDA, on the gold coast of Africa, of which there are two, called the great and little Commenda, or perhaps rather, the English and Dutch Commenda, are situate between Cape Three Points to the W. and Cape Coast Castle to the E. but nearer the latter. They are only separated by a river, and are distant about 13 miles from Sharmak on the W. and 9 miles from Delmina or St. George on the E. Ampenie lies in the midway between them. Little Commenda is also known by the name of Akitaki. To know the coast, observe the great mountain called Great Commenda, at a distance within land to the N. which can be seen 20 leagues off to sea. In coming from the sea, bring it due N. and that will bring a ship directly thwart of Little Commenda. This mountain is seen all the way from Axim to Cape Coast Castle. To come to an anchor at Little Commenda, bring the town at N. W. and having run into 6 fathoms, go a little to the eastward, where there is anchorage in clean sandy ground. Though there are several places to the E. from Commenda towards Cape Coast, the shore is full of rocks all the way. See AKITAKI.

COMMEWING River, a river of Surinam on the N. coast of South America, falls into the sea at the same opening as that river, though it comes a long way from the E. running parallel to the coast within land for near 20 leagues.

COMMUN Island, in the East Indian Ocean, is in lat. 31 deg. 40 min. N. and long. 121 deg. 4 min. E.

Cape COMMUN, on the E. side of Sardinia, is a projecting cape, which regularly and gradually falls off each way

way both to the northward and southward, and the most easterly point of the island. It is known in making it at sea from the eastward by two very small islands which lie a little way from the point of the cape directly N.

COMONA Island, another name for COMIN Island, which see.

COMORA Islands, are a groupe of islands so called of considerable extent. They are situated between 10 deg. and 14 deg. of S. lat. and from 41 to 48 deg. of E. long. at an equal distance between the island of Madagascar and the continent of Africa. Of these Joanna, in 12 deg. 12 min. S. which is about 30 miles long and 15 broad, is the principal; affording plenty of provisions and tropic fruits, and here the ships which are bound for Bombay, on the W. coast of India, usually touch for provisions.

COMORIN Bay, on the N. of Cape Avarillo de Falso, at N. W. by W. has from 30 to 45 fathoms water; but it is rocky and has shoals on the N. W. side of the bay. All the land upon this coast makes double and hilly, being full of bays, inlets, and points. It is in lat. 11 deg. 50 min. N. and long. 110 deg. 5 min. E. See AVARILLO.

Cape COMORIN, the most southern promontory of what is called the hither India, or nearest part of India, on the W. side of the bay of Bengal, is W. from the island of Ceylon, and in lat. 7 deg. 55 min. N. and long. 78 deg. 17 min. E. At W. N. W. from the cape 20 leagues is a rock in the sea, which is no bigger than the hull of a good ship, and on a level with the surface of the water; and therefore cannot be seen till it is very near. All ships making toward this cape should therefore keep a careful look-out, if to the northward of 7 deg. or 7 deg. 30 min. for fear of meeting with it by any mistake in the reckoning, as it has frequently proved fatal, especially to ships coming from the N. W. to the northward of the Maldives Islands, or from the Laccadives Islands. The cape is known on making the land at a distance by several high mountains on the N. E. of it, though the point of the cape itself is very low land. On coming near it, look out for two points at the S. W. part of the cape; a single high mountain over it is

also a good guide to it, under which is a great range of trees of equal height.

A strong current here sets to the southward, which renders it very difficult sometimes for ships to double the cape from the eastward; in which case anchor in from 35 to 40 fathoms till the evening, when the wind will shift from the N. where it always blows in the day to the E. and E. N. E. Having passed it, and being bound along the Malabar coast to the northward, keep the shore as close aboard as possible in 12 fathoms, anchoring till night to wait for a land breeze; stand off with this into 30 fathoms, and there anchor again to wait for the sea breeze, with which sail towards the shore into 12 fathoms. Anchor and sail alternately with the breezes, as they favour, observing never to be under sail while the ebb tide sets to the southward.

The climates at and in the neighbourhood of the cape are properly objects of attention under this head. At Tutecoryn they are troubled in the month of October with very violent storms, and the rains of the winter season are sudden and heavy; and though the nights of January, February, and March are extremely cold, with the very heavy fogs which fall there, the days are so hot that no persons can bear their naked feet on the ground. To this cause may be attributed the prevalence of cutaneous disorders, the effect of a disordered blood, which such a climate must inevitably produce. But from April to September, including both the months, the air is calm, settled, and delightful; and on the S. side of the Cape produces all the blessings of summer. On the N. side the weather, on the contrary, is thick, foggy, and unwholesome, and the rains pour down in torrents and continued tempests; for at this time the S. winds that blow clear the air on that side, and carry away all the turbulent weather to the N. where, being stopped by the mountains that there receive both the wind and rains, these variable seasons are consequently occasioned, and the state of the air is accordingly changed. The lat. is 7 deg. 56 min. N. and long. 78 deg. 5 min. E.

COMORO, the same as COMORA, which see. The island particularly called COMORO, is in lat. 11 deg. 25 min. S. and the nearest of any of the islands so named

named to the coast of Mozambique. It is 14 leagues N. W. from Mohilla, and 20 W. by N. from Joanna.

COMPENS, or **COMPANIAN** Rocks, on the W. coast of Africa, are 3 leagues to the westward of Refrisco, between it and the island of Goree. They lie close under the land, and reach only about a gun-shot into the sea; give them a little birth in passing along, and come no nearer in the night than 17 fathoms, keeping the lead going all the way. The land will sufficiently shew the rocks, all the rest being as smooth as if levelled by art. On coming near the cliffs, it suddenly shoals to 7 or 8 fathoms, when it becomes necessary to anchor till daylight; the ships will then be visible in the road or at the town. See **GOREE** and **REFRISCO**.

COMPONELLA Island, in the East Indian Ocean, is in lat. 16 deg. 20 min. N. at the distance of 20 leagues from Canton Island and the same distance from Quinam. It has good anchorage in several places on the W. side; and to the N. W. are 3 other small islands, one of which is very high. The island called **COMPONELLA Falso** is 3 leagues from that high island at S. E. by E. and from thence a reef of rocks runs out S. E. far into the sea. There are abundance of rocks and small islands about the first island; and the best direction which can be given to ships in these seas, is to avoid avoiding them wholly.

COMPTROLLER'S Bay, on the N. W. coast of America, is situated to the N. E. of **Kaye's** Island.

CONA is an island on the coast of Terra Firma, or the N. part of South America.

CONANIUT Island, is contiguous to Rhode Island, on the coast of New England in North America, and forming the E. side of what is called the W. passage into Providence River and Bay; on which is a light house, with one lantern for the direction of ships into the channel and along the coast.

CANCALE or **CANCALE** Bay, on the coast of France, to the southward from the island of Jersey. See **CANCALE**.

CONCARNEAU, or **CONEO**, a small port town of the W. coast of France, about 9 leagues N. W. of Port Louis, and 4 leagues from Quimper, in lat. 47 deg. 45 min. N. and long. 3 deg. 50 min. W.

CONCEPTION Bay, on the W. coast of Africa, otherwise called the gulf of St. Thomas, is in lat. 24 deg. 42 min. S. and long. 13 deg. 8 min. E.

CONCEPTION Bay, on the E. coast of Newfoundland, of which **Claune** Point is the N. inlet or entrance. It contains several small bays, and on the E. side of it is the little island of Belleisle. **Cape St. Francis** is the eastern point of this bay, which bears from **Claune** Point E. S. E. 7 or 8 leagues. It is the next deep bay to the S. E. from **Trinity** Bay, and the first to the northward from **Cape Race** which runs in again S. to a considerable depth. It is sometimes called **CONSUMPTION** Bay, and is frequently noticed in this work by that name in the descriptions of the lesser bays and harbours.

CONCEPTION, is a town of N. America, on the W. coast of Mexico or New Spain, and about 100 miles to the W. from **Portobello**. It is in lat. 10 deg. N. and long. 81 deg. 45 min. W.

CONCEPTION Cape, a point of land of what is called **New Albion** to the N. of California, and S. S. E. from **Sir Francis Drake's Harbour**. It is situated in lat. 35 deg. 55 min. N. and long. 126 deg. 5 min. W. having a groupe of islands to the S. E. along the W. coast of California.

CONCEPTION Harbour and Port, is on the River **Chili** on the W. coast of South America, 50 leagues to the S. of **St. Jago**, in lat. 36 deg. 43 min. S. and long. 72 deg. 37 min. W. It has a good road on the starboard side of the river; within its mouth is also a great shoal, which is discovered by the breaking of the sea upon it. In going within, it is necessary to range close with the point, and so run between that and the shoal. The town lies on the S. shore of the river. From hence to the port of **Valparaiso**, it is said to be 10 leagues; but probably it is not so much.

CONCEPTION River, on the coast of Brazil, is within the island of **Ilha Grande**, in lat. 23 deg. 5 min. S. See **Ilha GRANDE** and **Rio JANEIRO**.

Villa CONDA, on the coast of Portugal, is 6 leagues S. by E. from **Viana**; before which lie many rocks, but with sufficient space to enter on either side, in from 5 to 6 fathoms water. The N. passage is the narrowest, but is thought the best; within the N. side of the haven

it is foul and full of funken rocks, so that ships must lie on the S. side of the haven. The Lesons Rocks are to the S. off the little haven of Metelyne.

CONDADILLO, or the little Earldom, otherwise called Port Martin Lopez, is 8 leagues from Confibina Point on the W. coast of New Mexico. Between them is the deep bay of Fonseca. It is situated at the foot of the hill of Amapala or Mapala, on the W. side of that bay. See AMAPALLA.

CONDE, in Portugal, in lat. 41 deg. 11 min. N. and long. 8 deg. 25 min. W.

CONDEAT, to the eastward of Guelva, and between St. Michael and Palas, to the N. W. from Cadiz. The haven goes in at the W. of the Rodurn. Keep the great broad tree on the W. of the White Cliff over the red sloping Sandhill, and run up N. and N. by W. till the tower of Odier which stands above Guelva comes over the E. side of the haven's mouth. Sail along by the strand, keeping them so about 2 cables length, when a ship may run up N. to Palas, or N. W. to Guelva, and anchor there in 6 or 7 fathoms. There is 6 and 7 fathoms within the bar, which at half flood has 21 feet at least upon it, and 5 fathoms above; in sailing farther up, it shoals into 4 and 3 fathoms water.

A channel also comes out of the sea betwixt the sands; when Guelva comes on the E. side of the haven's mouth at N. N. W. with this direction sail through this channel in 3 fathoms and go up as before. Be careful not to mistake the land for the haven's mouth of the Saltees. There lies a white steep land, clifty, being reddish earth or chalk, on which stand some little bushes of trees, the land being elsewhere without trees and a reddish sand, from whence it is called Rodurn, or Red Sand Hill. It is high water without to the W. at 3 o'clock at spring tides, but within the haven an hour or more later; and to the eastward it is high water soon after 2 o'clock, and in some places before 2.

Cape CONDECERO, or Point DELGADO, the eastern point of the great bay of Campeachy, 90 leagues to the westward from Cape Catoche, in lat. 20 deg. 55 min. N. and long. 91 deg. 26 min. W. It is all low land between them, as it is from this Cape southward as far as Trieste, so that it can only just be seen in 3 fathoms. See CATOCHE.

CONDER Island or CANDORE, nearly due E. from the S. point of Combodia. See CONDORE.

CONDORE Island, lies 40 leagues E. from the island of Uby off the S. point of Combodia, and 127 leagues N. N. E. quarter E. from Timoan Island, with from 25 to 40 fathoms all the way between them; and as soon as the soundings come to 20 fathoms look out for the island, which is in lat. 8 deg. 40 min. N. and long. 106 deg. 19 min. E. then or soon after bearing due N. 7 leagues. It also is seen 13 leagues off at E. half S. and appears like high hummocks. It first makes in high, broken, and craggy land, with a high rock at the N. E. point that makes like a sail. From this island at W. N. W. 9 leagues are two other small islands, more than a league asunder, which may be left on either hand, but admit no passage between them. This island of Condore is at least 20 leagues S. by E. from the river of Combodia, and is not so properly one island as a cluster of islands; having on the N. side of it good anchorage in a fine sandy bay at 2 miles from shore in from 4 to 5 fathoms. It bears E. and W. being 5 leagues in length, and can be seen off at sea 10 or 12 leagues.

An island which stretches along by the main island between N. W. and S. E. and within a mile of it, forms a very good harbour at the S. end of the principal island. The entrance is at the N. end, where it is a mile broad; but they almost touch at the S. end, leaving only a convenient passage through for boats, the current being strong and the channel deep. Cicier de Mar Island is 60 leagues N. E. half E. from it. This island is sometimes called Calabash, which is of the same import. It has been found that in the lat. of this island there are calms, tornadoes, violent rains, with thunder and lightning in the month of November, which proves that this is a wrong season to be here. Though the anchorage is very good here in from 11 to 5 fathoms, the bottom is so soft and oozy, that the anchors are weighed with much difficulty. On the beach on the eastern side is a stream of fresh water which produces 14 or 15 tons in a day, and is the most convenient place for taking in that useful and necessary article. The tide rises 7 feet 4 inches, and produces high water on full and change days at 4 hours and a quarter, continuing in that state for

for 12 hours, then ebbing 6 hours, and in less than 5 minutes changes to flowing. The variation here is only 14 minutes W.

The harbour at the S. W. end is best sheltered from the N. E. Monsoon, which is entered from the N. W. In 6 fathoms with the best bower veer away two thirds of the cable and keep the ship steady with a stream anchor and cable to S. E. when the extremes of the harbour's entrance will bear N. by W. and W. N. W. quarter W. and the opening at the upper end S. E. by E. three quarters E. the nearest shore being only distant a quarter of a mile. Here may be got great plenty of cabbage palms, and wood as well as water; and sometimes buffaloes of 6 or 7 cwt. each for 7 or 8 dollars a head.

CONDOULIERE Road, on the S. side of the peninsula which forms that side of the two roads of Toulon, on the S. coast of France in the Mediterranean. It is formed by Cape Cepet on the E. and by the coast trending away S. W. to Cape Monegu on that side. See *Cape CEPET*.

CONE *Lough* or *Lake*, or, which is the same, STRANGFORD Lake, on the N. E. coast of Ireland, is 14 miles long and 3 broad. See STRANGFORD.

CONEY Island, is contiguous to the island of Minorca in the Mediterranean, from which it is separated by a sound of about two miles over; but as it is foul and abounds with shoals, it is dangerous for great ships to attempt the passage through. There are many rabbits on this little island, and a great deal of salt is made there.

CONEY Island, off the coast of Africa, in lat. 33 deg. 25 min. S. nearly S. from the S. point of Saldanha Bay, about 5 leagues, and within a league from the shore. It is beset with rocks, especially on the W. side, and on the S. is a groupe of rocks; but within there is from 10 to 15 and 16 fathoms and along the N. end from 8 to 13 fathoms, the greatest depth eastward towards the main. Ships sometimes anchor off the N. E. end of it. It lies about N. N. W. from Cape Town. See DASSEN's Island.

CONGIE Channel, to the N. of St. Maloes on the N. coast of France, lies in S. and S. easterly, between the Mewstone Rock and some rocks to the E. of it. To sail through it, keep the Mewstone close aboard on the starboard, in a direct course for the town as far as to two

thirds of the distance, when the two rocks, called the Great and the Little Bee, are observed within gun-shot of the N. W. point of the town. See BEE.

CONGO, in the Persian Gulf, is in lat. 26 deg. 45 min. N. and long. 55 deg. 20 min. E. on the N. coast, within a long island which stretches from E. to W. along the coast.

CONGO River, on the S. W. coast of Africa, is above 3 leagues broad at the mouth, and falls into the sea with so much violence and rapidity, and discharges such a vast quantity of water, as to change the colour of the sea for more than 12 leagues. By the muddy and black colour of the sea, and the quantities of reeds and other rubbish which it brings down, the situation of it is discovered beyond and out of the sight of land; and ships find it impracticable to stem the current even at a distance from shore, without the aid of a stiff gale for the breadth of 15 leagues or more.

This river comes into the sea in two branches, of which the northernmost is called the Zair, as mentioned before under CACONGO, and the southernmost is called the South Sea. When the freshes come down, the whole country seems to be drowned beyond the mountain of Calcais; they run with so rapid a current, that they sometimes bring with them huge pieces of solid land, and these drive into the sea like floating islands with great fury. The town is in lat. 6 deg. 6 min. S. and long. 13 deg. 25 min. E.

CONGO River, on the coast of Peru, falls into the gulf of St. Michael from the N. near the eastern limit of the bay or gulf of Panama. It is muddy at the mouth, and dry at low water to a considerable distance, where at high water ships can sail over. The soundings deepen within the road. The land to the westward of this river is rich, and has some high lands, and afterwards it becomes a continued wood. The weather hereabouts, being in about 7 deg and a half of N. lat. is very rainy, especially in June, July, and August, when it is very violent, and extremely sultry; and the coolest and most temperate season is about Christmas.

CONGOHAYON River, one of the numerous ports between Point Negro and Point Luena, 20 leagues to the S. E. of it, on the coast of Brazil. It is very large and safe, and the entrance of the opening is from a league and a half to two leagues over, having from 5 to 6 fathoms water

at the entrance, and in a small bay from 3 to 4 leagues up the river on the E. side is from 4 to 2 fathoms, whither ships go in to load with the produce of the country.

CONGOR Rock, a remarkable rock on the foul coast of Barbadoes Island, in the West Indies, on the N. E. side. It lies to the westward from Conset's Bay.

CONGSBACK Harbour, off which is the island of Mael Sound, is southward from Wingo, from which to the latter the distance is three leagues. To go into this harbour from the road under the island it is necessary to take a pilot, as there are many rocks both above and below the surface of the water.

CONICHIN Bay, is to the S. E. from Batterby Bay, on or near the N. shore of the bay of Galloway, on the W. coast of Ireland. Its entrance, which runs in N. E. is nearly N. from the W. end of Great Arran Island. In coming from the westward, keep to the southward of the islands on the N. shore in six fathoms, as the ground in less depth is foul and rocky; and having got the W. end of Arran Island at S. by W. or a very little more westerly, turn into the eastern passage of this bay, with Goulin Head or W. point of Millum on the starboard, and the small islands at W. S. W. from the point called Hilty Roes on the larboard. Keep in mid channel between them, running in due N. or a very little to the W. in from 12 to 15 fathoms. Being within the islands, veer about to N. E. within Millum and some small islands contiguous to it in from 7 to 9 fathoms water within these islands which form the bay.

CONIL Bay, is about two leagues to the N. of Cape Trefalgar, on the coast of Spain, at the western entrance to the straits of Gibraltar; in which there is anchorage in from 12 to 14 fathoms, and clean ground.

CONIMORE, on the Coromandel coast of India, is nine leagues from Calmore. There is a long grove, with a pagoda at the E. end of it, between these, and is used as a sea-mark to know the coast by. Off this grove runs out a reef of sand, so that ships must here keep good the usual fairway of the necessary offing of this coast. Before Conimore is a good road, which is known by a grove and two pagodas; but though here is a river ships must ride to the northward of the sand-reef in from

7 to 8 fathoms, within a good cannon-shot of the shore. This sand serves to break off the sea, and renders this situation very little inferior to that of a harbour. From hence to Cabelon it is only seven leagues, about N. by E. The seven pagodas are on shore betwixt them, and serve to point out the coast; keep a better offing than usual from them, as the ground here is foul and stony, and get at least a league and a half N. of them before any attempts be made to cast anchor.

CONKETE Island, is one of the islands of Port Naffdoy, to the W. of Batterby Bay, near the N. W. or extreme N. limit of Galloway Bay, on the W. coast of Ireland. It is S. S. E. from Convitt Island and from the port of Naffdoy, and nearly W. from Crankara Island, due S. from the point of Batterby Bay.

CONNECTICUT River, in New England, North America, after a long and variable course, falls into the sea near the E. end of Long Island Sound, about N. by W. from Oyfter Point on that island. The tide flows about 12 leagues up it, near to the town of Hertford, on the W. side of it.

CONQUET, a small port town on the most westerly point of France, 3 or 4 leagues W. from Brest, in lat. 48 deg. 32 min. N. and long. 4 deg. 50 min. W. To sail into it, run round the point of Conquet within a cable's length, to avoid the Vinotier Rock, which will by that means be left to starboard not more than a cable's length or two, as the ship keeps closer to or farther from the point. Off the E. land of this haven are the Finistires Rocks, which will be right against the ship on opening the haven; but by keeping along the N. shore they will be avoided.

As the point is also a mark for sailing round St. Matthew's Point, it must be noted that Conquet Point makes in two, so as to form two vallies, of which the westernmost is very large, and the easternmost but small. In running over towards the land along the passage of le Four, as soon as St. Matthew's Abbey comes the length of a capitan bar to the E. of the little valley, about ship; and in standing over westward, when the point of St. Matthew's comes a little without the point of Conquet Haven, about ship on the other tack, at two ship's lengths off St. Matthew's Point without Conquet is close by the sand-banks and rocks. In the

the fair-way also between the Plattreffes and the main are two small shoals, which are avoided by keeping the point of Vinotier shut with St. Matthew's Point, and so passing to the eastward of them.

CONQUIRO, in the Indian Ocean, in lat. 13 deg. 13 min. S. near which are five islands, the middlemost of them being very high, and may be seen far off at sea.

CONSEIL Rocks, round the W. side of the W. point or peninsula which forms the bay and road of Camaret. They lie on the E. side of the entrance into a bay or inlet of the coast, which runs in S. E. towards the bottom of Camaret Bay.

CONSET's Bay, on the N. E. side of the island of Barbadoes, in the West Indies, along which the coast in general is very rocky. It is towards the E. end, and forms as deep an inlet from the E. point of it as any on that coast.

CONSET's Point, is the easternmost point of Conset's Bay, just mentioned, about a league and a half or five miles from the E. point of the island. The coast runs into the bay at S. W. near a mile.

CONSIBINA Point, on the W. coast of New Mexico, is 8 leagues from Condadillo, about E. S. E. and 12 leagues to W. N. W. from Realejo. From Messa Roland or Orlando's Table, which is seven leagues between to Consibina, the land on the coast is all low and wooded; but there is a hill about a league up the country, called Consibina, that has been a volcano, lying E. and W. with Volcan de Viejo, or the Old Man's burning Mountain. At the port of Consibina are docks for building ships. See CONDADILLO.

CONSONTUBA Point, near the northern extremity of what is called the coast of Brazil, 10 leagues N. E. from the point or road of Belem. In coming out from within the islands which line the coast, but so as to have a channel amongst them, take care of a reef of sand that shoots out from the N. E. point of St. John's Island, and makes a long hook, bending eastward towards the shore above five leagues in length; opposite to this also another sand runs out from the main, making another sharp point. Between these, which are about two leagues distant, is the passage or fair-way of the channel, in coming out from among the islands of this part of the coast. From this strait to Point Pedras it is seven leagues E. S. E. the first part

of the coast between being full of small islands and shoals lying off from and about them, so that ships must not come within three leagues of the main. The lat. of Conson tuba must be about 32 min. S.

CONSTABLES, a cluster of very high rocks, which may be seen 4 or 5 leagues off every way, lying off the river Apperwacco or Capperwacco. The course, either for the mouth of that river, or along the coast, is between these rocks and the main, and there is also anchorage within them in from 4 to 6 fathoms open with the river, so that ships may go from thence directly up the channel, the W. side of which must be kept by ships which are bound in there. Two of these are called the Constable and Constable's Mate. The great river Wia lies at S. W. by W. from the Constables, which goes in between the island of Cayenne and the main.

CONSTANCES. See COUTANCES.

CONSTANT's Bay, the same with what has been already noted under the name of CONSET's, which see.

CONSTANTINOPLE, on the European side of the channel which separates it from Natolia in Asia, is about a mile in breadth. It stands on a small neck of land, which here contracts the channel, having the sea of Marmora close to its walls on the S. and a gulf of the channel on the N. Its situation between the Archipelago and the Black Sea, which communicate with each other by means of this channel, renders it extremely pleasant. The harbour, it is said, will easily contain 1200 ships; and the sea commands a view of the whole city, which is on a regularly rising ground, in lat. 41 deg. 1 min. N. and long. 28 deg. 54 min. E.

For the passage to it through the straits pass about a musquet-shot from shore under the castle of the Dardanelles on the S. E. side, to avoid the forcible stream outward on the N. W. side, which always runs very strong, but especially in winter, and can scarcely be resisted with the aid of a stiff gale. On the S. E. side, however, it is very foul a good way out from the land, and there are rocks under water in some places, which are very dangerous, and must be avoided. The N. W. side, on the contrary, excepting the inconvenience of the current, has no difficulty, being every where so clean, that ships may sail as they please along it, or close by it, any where. It is about two leagues wide

wide between the shores; and from the castles of the Dardanelles inward it is three leagues N. and N. by E. towards a low point on the E. side, with another which reaches off towards the W. shore. On this stands a small house, and a thick and high heap of stones; but it must be shunned, both in going up to and coming down from the straits. A bank of sand also stretches a good way from shore towards the W. side; but there are also some foul points to be avoided between the castles and the low point just mentioned.

All ships passing the straits must come to anchor for 3 or 4 days to be examined, both in sailing up and down. There is a green place on the land, before which ships are to anchor. In coming from the eastward, after passing the point of the sand bank, luff up close by the point of the E. shore, and anchor under it, taking care not to miss the ground by keeping too far from the shore, as there is 20 fathoms water at a muffled-shot S. of the bank; yet, in coming down the strait, ships sometimes miss the anchoring-place with a strong N. or N. easterly wind, when so forcible a stream runs outward that they cannot gain the road soon enough, but are obliged to anchor in soft ground, and are often in consequence driven from their anchors between the castles. This soft ground is not sufficiently holding to keep the anchors in such a situation, so that they often come home, and occasion ships to be in great danger; and yet, as we have said, they are obliged to anchor here, whether they can gain the proper ground or not.

The ancient city of Mayta lies over against the point to the W. side, or a little to northward of the westernmost castle. From hence to the point is about a league wide; and from the point to Gallipoli is N. E. by E. and E. N. E. 7 or 8 leagues, behind which to the westward is a great bay and good riding when the wind is at N. N. E. In sailing from Mayta to Gallipoli stand nearest to the N. side, but not too near in dark and thick weather, as there are some shoals; in the night they are discovered by soundings, and in the day by the colour of the water. On the E. side of Gallipoli is also a great bay.

From Gallipoli to Marmora Island is E. by N. 10 or 11 leagues, and an E. N. E. course will bring a ship about a league

N. of Marmora, and two leagues S. of Point Rodetto. The strait from Gallipoli to Marmora is five leagues over. Marda Point is 10 leagues E. by N. from the N. side of Marmora, which has good anchorage to the E. of it; and Point Stephano is E. by N. 11 or 12 leagues from the island Marmora. The W. point of the city of Constantinople is a league E. by N. northerly from Point Stephano; but come no nearer than nine fathoms, and sail along in that depth till a ship is near the Seraglio at the N. E. point, and then luff up towards Galata, where the ships unload, and which on that account is called the PORTE.

To leave it, remove the ships to Toppena, so that with a northerly wind and the current they may sail from the city down the European side. The channel between the city and the islands to the S. from it is about a league and a half broad; but the coast of Natolia in Asia is 5 or 6 leagues southward from the city. Opposite to the city begins the strait of the Bosphorus, which forms the passage into the Euxine or Black Sea, and the coast of Thracia. See GALLIPOLI, MARDA, MARMORA, MAYTA, &c.

CONSUMPTION Bay, on the E. coast of Newfoundland, the same as Conception Bay, which has been noticed already. See CONCEPTION.

CONTENTIN Peninsula, a prominent part of the N. coast of France, situated in the English Channel, on the N. side of which is the town and port of Cherburgh.

CONTESS Rocks, in the Bay of St. Brieux, on the N. coast of France, are amongst those rocks and shoals which abound on that coast. They are made a mark for finding the Pell or little Lejon at 5 miles N. W. by W. from Herqui Point; which is, to have these rocks in a line with a rock that lies by Chaufepinet Point near Lejons, and the Robinet rock on with Frehel church.

CONTESSA Gulf, on the N. coast of the Archipelago, is W. by N. from the mouth of the passage of the Dardanelles, before which on the E. lies the small island of Tasso, which may be deemed the N. E. point of the entrance, as Cape Monte Santo is the S. E. point of the gulf. It runs in to W. N. W. or N. W. by W. to the point of Contessia at the bottom of the gulf, off which are some islands, and round them to the S. and N. the

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the coast forms a bay each way to the bight of the gulf. It is a very considerable place, about 23 leagues to the E. from Salonichi. The river Strymon falls into the gulf. Its lat. is 41 deg. 8 min. N. and long. 23 deg. 58 min. E. From the island Lemnos it bears nearly N. W. by N.

Port CONTI, on the W. side of the island of Sardinia, is to the E. of the point of Cape Casle, on the S. side, so called from the name of the town at the bottom of the haven. It is but narrow, turning in from the entrance at S. to N. E. and shoaling from 15 to 5 and 4 fathoms water, and safe anchorage. Round the E. point of it is the opening of the bay to the port of Galera.

CONTRERAS Islands, in the Baia Honda or Deep Bay, to the W. of Panama Gulf, on the W. coast of New Mexico, are 4 leagues to S. W. from Puebla Nueva, and 3 leagues to the W. of them are the Secas or Dry Islands. They lie about 7 leagues from the W. point of this bay, called the point of Chiriqui, which has been heretofore noticed. See *CHIRIQUI*.

CONVENT Bay, at the N. W. end of the island of St. Kitt's in the West Indies, is on the S. of Courpon's Bay. The church of St. Paul is a little within land, on the N. side of the river which falls into the gut, or, perhaps, the term river is properly what is understood by gut in the West India islands. There is 4 or 5 fathoms on this part of the coast pretty near the shore; but there is foul ground on each side of it, and to the N. E. some small sand banks lie along shore.

CONVENT Gut or River, is what gives name to the bay just mentioned, and comes into the sea here from the E. S. E. into the bottom of the bay.

CONVITT Islands, are two small islands which lie about S. S. E. from the S. point of the entrance into Port Naffdoy, in the mid-way towards Conkete Island, in the same bearing nearly. See *CONKETE*.

CONWAY. See *ABERCONWAY*.

Cape CONWAY, on the N. E. coast of New Holland, is in lat. 20 deg. 36 min. S. and long. 148 deg. 32 min. E. It is the N. W. point of *REPULSE Bay*, which see. There are two or three small islands within the cape, which must afford shelter from southerly and S. easterly winds, that most prevail on this coast. At the S. end of the passage, called *Whitfunday's Passage*, between the Cape and Cumber-

land Islands, is a small but high-peaked hill, which is remarkable on the coast, about 10 miles to E. by S. from the Cape.

CONYA River, is only a mile from the river Berbice to the E. on the N. coast of South America. It is narrow, but deep, and has several plantations on its banks; but this is all that we know of it as distinct from *BERBICE*.

COOG Church, on the coast of Holland, is a mark for sailing out of the Texel, to distinguish the situation of the outermost buoy of the sand called Keyser's Flat. When the church will bear E. N. E. easterly, and the two beacons on Huyf-down come into one, a ship will be thwart of that outmost buoy.

COOKMORE Haven, to the W. of Beachy Head, is just at the W. end of the seven cliffs. It lies in N. W. by W. and has only 7 feet water with a common tide, but 14 or 15 with a spring tide; the ships consequently lie dry at every tide, but within the town they lie afloat, where vessels moor with two cables on each side. The depth is very uncertain at going in, as the harbour is barred up with shingle when it blows a storm from the sea, but is opened again by floods from the land. Ships usually run along by the side of the shingle in 7, 8, or 9 fathoms, in coming from the eastward, to go into the haven.

Cape Cook, the S. E. point of an island between Davis's Straits and Hudson's Straits. Something has been noted of this island, under the articles of *Cape CHARLES* and *Cape COMFORT*, which see.

COOK's River, on the N. W. coast of North America, the entrance into which lies between Cape Elizabeth and the barren islands that are in the mouth of it, having Cape Douglas within it on the W. side. It is high water in the stream of the river on full and change days, between 2 and 3 o'clock, and the tide rises perpendicularly between 3 and 4 fathoms. Here the variation is 25 deg. 40 min. E. See *Capes DOUGLAS* and *ELIZABETH*.

COOK's Strait, the strait of the South Pacific Ocean which divides the two large islands that, unitedly, are known by the name of New Zealand, being about 4 or 5 leagues in breadth.

COOLY Point, on the E. side of Ireland, is the S. point of the entrance into Carlingford Bay, and the eastern limit of the more spacious bay of Dundalk.

COOME's

COOMB'S Point, a point of the shore to the S. W. from the mouth of the harbour of Dartmouth, in the English Channel, between which the land is remarkably high and steep; round the point to the W. the land trends away to Stoke Fleming, and by a circuitous direction runs away S. to the Start Point.

COOPER'S Bay, so called by Sir John Narborough, appears to be the same with what is now called Port Desire, distinguishing the harbour only by the latter name; but the whole is now known by that name. It is on the E. coast of Patagonia in South America, for which see *Port Desire*.

COOPER'S Island, is one of the lesser Virgin Islands in the West Indies, to the S. W. of Ginger Island, being about 5 miles long and one broad, in lat. 18 deg. 5 min. N. and long. 62 deg. 57 min. W. It lies to the E. of Dead Chest Island.

COOPER'S Island, is at the S. extremity of South Georgia, being about five miles round and about one from the main land. It is 8 leagues S. by E. from Cape Charlotte, which are the two limits of Sandwich Bay. It is situated in lat. 54 deg. 57 min. S. and long. 36 deg. 4 min. W. and the variation about 11 deg. 20 min. E.

COOPER'S or COWPER'S River, in South Carolina, on the coast of North America, is contiguous to and forms on the side to the W. of it the point or tongue of land on which Charles Town is situated. See *CHARLES TOWN*.

COOS Island, in the Archipelago, is sometimes called **LONGO**, and is situated near the S. W. coast of Natolia or Asia Minor, about 19 leagues N. W. from the island of Rhodes. It is in lat. 37 deg. 10 min. N. and long. 27 deg. 39 min. E.

COOSATCHE, a small river of South Carolina, which falls into the great river of Port Royal, as it is called; an account of which may be collected from the next article.

COOSAU River, within St. Helena's Sound, on the coast of South Carolina, is that part which extends from the mouth of the Coosatche River, which falls in from the country, along the N. end of the islands of Port Royal, Ladles, and St. Helena, to the eastward into the ocean, or what is called the Sound.

COPALITA River, on the W. coast of New Mexico, is two leagues from the

river of Samilitam. It is both large and deep; to the westward of which is the harbour of Guatulco. It is in lat. about 13 deg. 30 min. N.

COPAYABO, the same as **COPIAPO**, a very desolate coast on the South Pacific Ocean, in lat. 26 deg. S. which see. This may be accounted for, probably, that it never rains there; though, from the clouds seen upon the hills, it should seem that rain must fall within land.

COPE Point, to the W. of Carthagea, on the coast of Spain, in the Mediterranean, makes in a double point forming a kind of peninsula; on each of which there is a road in 8 or 9 fathoms. It is about three leagues E. from a river which falls into the bight of the coast, and here trends off from it to the S. It also forms a larger bay, with Almasaron to the E. of it; but has no other anchorage, except round the point to the eastward, as mentioned already.

COPELAND Island, on the coast of Ireland, lies E. by N. from Carrickfergus, open with the bay, and 2 miles due E. from the land. There is a sunken rock on the W. side of it, a quarter of a league to N. E. from the Flat Point; on which is not more than three feet water. Between this rock and the point is a good passage, and the sound between the island and the main is very good, having from 7 to 8 fathoms; but go not too near the main, especially to the northward, as the ground is foul. From the very next point also there lies a sunk rock a quarter of a mile off. The Cross and the Mew are two small islands to the N. of Copeland; between these and Copeland is a very good sound, a mile broad and from 7 to 8 fathoms water. It is 3 leagues from hence to Carrickfergus, W. by N. half northerly. The Plough Rock is 8 miles S. S. E. from it. The North Rock is also N. by W. or N. N. W. from it about 5 or 6 leagues; and the South Rock about half a league from that. High water at and near this island is about half past 10 at spring tides; but sooner to the northward. There is a light-house near it in the sea to the northward.

COPENHAGEN, anciently called Kiohmandshavn, the capital city of Denmark, is commodiously situated for trade, on the E. shore of the island of Zealand, on a fine bay at the entrance into the Baltic Sea. It is scarce two leagues from the strait called

called the Sound, or Oeresund, and but little more than 5 leagues from the coast of Schonen in Sweden, being opposite to the island of Almack, which forms the harbour; into which only one ship at a time can enter. There are canals in some parts of the town, which admit large ships up to the very houses. It is about 100 leagues S. W. from Stockholm, in lat. 55 deg. 41 min. N. and long. 12 deg. 40 min. E.

Under the article of Casper Buoy, we have given directions for sailing from Ellineur as far as Draco Buoy, which lies S. three quarters W. from Draco town 2 or 3 miles. But to go into Copenhagen, instead of going up towards the Casper, when a ship is got as far as the N. end of the middle, open the highest steeple of the city a little to the eastward of the great church joining to Tycho Brahe's Tower, or in one with it, at S. W. or steer in with the northernmost wooden fort, giving it a birth on coming near it. To anchor in the road, bring the northernmost fort to W. N. W. and the other S. by W. or S. half W. when there is 7 or 8 fathoms, and very good ground.

COPIAPO, is a port town of Chili in South America, on the S. Pacific Ocean, at the mouth of a river of the same name, more than 170 leagues to the N. of St. Jago, in lat. 25 deg. 20 min. S. and long. 75 deg. 20 min. W. It is 25 leagues nearly N. from Cape Tontoral, having the Baia Salada or Salina, in English, the Salt Bay, between them, 10 leagues from the cape. From this bay to Copiapo is a safe coast and good anchorage, having several bays with good shelter both against northerly and southerly winds. The mountain or head-land of Copiapo makes at sea like a great island, somewhat similar to the point of St. Helena in Peru. About a league from shore, on the S. side, are two small islands, with a very good road under them; and a little to the N. of the town the river of the same name comes in, open with these islands. But there is a dangerous shoal to seaward opposite to the river, which stretches E. and W. to a good distance; it is due W. from the mouth of the river, therefore a ship must stand out from it to N. W. and open the entrance by the island, coming to an anchor under it. Run in S. E. by E. and S. E. and anchor under the lee of the N. point.

This head-land or point is two leagues N. from the island. The little bay and creek of Puerto del Inglese's, or Port of Englishmen, is behind it. From Caldera Road it is 2 leagues S. W. by W.

COPPER Island. See MAIDENOI OSTROFF.

COPPERWICK or SOEN Water, otherwise DRAM, in the N. W. branch of Christiana Sound. The entrance into the channel at Point Roge is 5 leagues to N. N. W. from Bastoe Island, in the Christiana or main channel, where a pilot must be taken to go up to Dram, which is 6 or 7 leagues more. See CHRISTIANA Sound, in Norway.

COQ, is a sunken rock to the eastward of St. Matthew's Point about two miles towards Brest, and about half a gun-shot from the shore. To avoid it, sail E. S. E. from the point, keeping the N. end of Benequet Island so long without the point till the mill on the N. land comes to the northward of the trees. The S. end of the island of Benequet upon the point is directly upon the Coq; and to sail within it to the northward keep along by the N. land from the point, so as to shut in the island Benequet behind the great rock which lies off the point, right with the W. point of Barthem's Bay, till the mill just mentioned upon the N. land comes N. W. by N. and the trees N. N. W. the ship will then have passed the Cog. To the E. of it about half a league is the Buzec Sand or Bank.

COQUAR Plump Bay, on the S. coast Jamaica, is to the E. of Devil's Point, and to the W. of Calabash Bay. The soundings are from 5 to 10 and 17 fathoms within two leagues of the shore. See CALABASH.

COQUAR Tree River, at the E. end of the island of Jamaica, is to the S. E. from Plantain River, and N. W. from Cove River; the latter of which is about two leagues to N. N. W. from Point Morant, the S. E. extremity of the island.

COQUET Island, on the coast of Northumberland, opposite to the river so called, which falls into the sea here. It is between Seaton and Aylmouth, in lat. 55 deg. 20 min. N. and long. 1 deg. 30 min. W. and has high water at spring tides at 3 o'clock. It is 6 leagues from Tinnmouth Castle, and more than a mile from the shore, and it has a good road for southerly winds. From the S. end of the island to the shore it is all rocky and

broken ground, and there is only 8 or 9 feet water in one place, which renders it very dangerous. The N. side, on the contrary, is bold, excepting that from the N. W. part of the island some rocks lie off about half a mile into the sea. Though small ships may bring the island at S. and anchor in 3 or 4 fathoms, larger ships must bring the island at S. E. and anchor in 5 fathoms at low water, in clean sand. It is N. W. from the island to Aylmouth, and about 6 leagues N. to Fern Island and the Staples.

COQUIBACOA Cape, as it is corruptly called by our sailors for Chichibacoa, on the N. coast of South America, is to the S. E. of Herradura Point, and the extreme point to N. W. of the gulf of Venezuela, bearing about S. W. by W. from the island of Aruba. Its lat. is 12 deg. 10 min. N. and long. 70 deg. 45 min. W.

COQUIMAO, or **CHUQUIMA**. See **COTTONA**.

COQUIMBO, is a town of Chili in S. America, at the mouth of a river of the same name, near 90 leagues N. from St. Jago, and has a good harbour in lat. 30 deg. S. and long. 71 deg. 16 min. W. It is 7 leagues from Longuey Bay to Herradura or Horsé Shoe Point to the southward of Coquimbo. The Bay of Coquimbo makes from the S. at 8 leagues distance; after which keep up with the land to see the entrance into the bay, and get to windward, as the S. and S. W. winds always prevail on the coast for 9 or 10 months. In the season which they call Winter, they hang about N. and N. W. for 2 or 3 months. The Bird's Islands are N. W. from this bay 7 or 8 leagues, and Guefco Bay 7 leagues farther.

To go into Coquimbo, observe that the Herradura or Horsé Shoe Point is to the windward of it, and forms the mouth of a small creek, of two cables length over, where boats go in to procure fresh water. There are 3 or 4 rocks to the leeward side, of which the outermost is largest, and 2 miles at N. W. by N. from the main, or Point Tortuga, which is the S. limit of Coquimbo Port. There is a channel between this point and a small island to the S. of the great rock, of 17 fathoms but very narrow; it is wholly unnecessary to go through here, as the port is 2 leagues and a half over at the entrance, and therefore affords abundant room to go in, after passing to the

westward round the great rock, and so turning into the harbour, in which there is no danger. Keep the point of Tortuga as close aboard on the starboard as possible, as being to windward, otherwise it will not be easy to recover the road which is under the lee of the cape. The two islands or rocks just mentioned are under this point to the westward, which induces seamen sometimes to go through between them and the main, to keep to windward so as easily to make into the Road of Tortugas. The rocks are so clean and steep, that ships run within a boat's length of them, if possible, the easier to gain the road, where they ride in from 6 to 10 fathoms near the Tortugas rock, which is about 2 fathoms long and 1 fathom above water. From 20 to 30 ships may ride in this part of the bay, which is the best part of the road, and sheltered from all winds; and in every other part of it there is plenty of water and a good bottom, but a little more open to the rolling of the sea, so that ships do not ride so easy or so safe.

In coming out of the bay, if, as it may sometimes happen, a ship is becalm'd, avoid anchoring near the great rock above mentioned; for there is not only a depth of from 40 to 45 fathoms, but the bottom is foul and rocky and will cut the cables, in which case it will be impossible to weigh the anchor by the buoy ropes. Though the town is opposite to the road, the surge is so great that there is no landing within 2 leagues of it; at which distance to S. S. E. boats go in easy, from whence seamen must walk over land to the town. The want of wood and water is also a more important inconvenience; as neither of them are to be had here. The Port of Coquimbo has sometimes the name of Serena.

CORAL Bank, on the western coast of India, or Malabar, is in lat. 16 deg. N. and long. 71 deg. 40 min. E.

CORAX Cape or Promontory, is on the S. E. coast of the Crimea, on the N. E. part of the Black Sea, and the S. point of a small bay into which a river discharges itself. The lat. is about 44 deg. 20 min. N. and long. 35 deg. 36 min. E.

CORBO Island, on the W. coast of New Mexico, is on the S. of the Island of Canales, between Panama Bay to the eastward and Baia Honda or Deep Bay

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to the westward. It is 18 leagues in length, and contiguous to it is the Island Rhenchira. See CANALES.

CORCAS, or Grand Corcas Island, is nearly in the form of a crescent, to the N. of St. Domingo, in the windward passage, 7 leagues W. from Turk's Island, and about 20 E. of Little Inagua or Heneagua, in lat. 21 deg. 55 min. N. and long. 70 deg. 55 min. W.

CORCELLI. See CERCELLI.

CORCOBADOS Rocks, on the coast of Peru, in the S. Pacific Ocean, otherwise called Humpbacks, lie along the shore to the southward of Chao, about lat. 8 deg. 40 min. or more S. There are shoals within them, so that ships must not attempt to pass betwixt them and the main.

CORCOLA, an island of the Mediterranean, in lat. 43 deg. 3 min. N. and long. 17 deg. 27 min. E.

CORCOVIA, CORCU *Bayonne*, or SECHE, is a haven about a league to the W. of Cape Finisterre on the S. side, betwixt which and the cape are two sandy bays. That nearest to the cape is the largest, and this haven goes in by the other to the N. in 8 or 9 fathoms. There is a great rock on the E. side of it, and about S. S. W. off from the rock, almost in the middle of the haven, is a sunken rock under water; but run on N. till within sight of the town of Seche on the W. side, and anchor there in 6 or 7 fathoms, in a clean hard sand; and this course will keep clear of all the rocks. There is also a village upon the river at N. N. E. Both the bays afford good anchorage.

CORCU. See the preceding article.

CORCYRA Island. See CORFU.

CORDES Bay, on the N. shore of the Straits of Maghellan, is about 3 leagues short of Cape Gallant, and 5 leagues beyond Andrew's Bay. Though it forms a large lagoon within, it has a very narrow entrance, and is barred by a shoal. It is also rocky in the entrance, and the ground is foul within. Observe the following directions for going into it, which is done from the S. Having Egg Island about due N. stretch for it in that direction, or run N. E. so as to leave it about a mile to larboard; in either of these courses, the channel will be between two ledges of rocks, of which that on the larboard is near half a league at S. S. W. from Egg Island, and that on

the starboard about 2 miles and a half from it to S. E. by S. half S. Then run directly N. leaving Egg Island half a mile on the larboard, but not more than three quarters, to avoid the shoal ground on the starboard. Being to the length of it, steer N. N. W. which is parallel to the coast about a league into 5 fathoms at low water; and then take the E. shore nearly on board, and be careful to keep it so in working round the point into the harbour's mouth. There is then good anchoring in from 9 to 11 fathoms in mid harbour for 4 or 5 miles to the E.

CORDOVAN Tower, is a remarkable light-house at the mouth of the river Garonne on the W. coast of France, in lat. 45 deg. 39 min. N. and long. 1 deg. 15 min. W. It serves in many instances as a direction to the several channels which are here formed by the banks and sands on this part of the coast; as the ESAMEAU Passage, MATELIER Passage, MATEMILEU, ROUSSIAT, &c. which see under their respective heads.

COREA Island, or Peninsula, on the N. E. of China, extending between lat. 35 and 43 deg. N. and from long. 126 to 136 deg. E. is terminated by Tartary on the N. by the Indian Sea, or Gulf of Corea, which separates it from Japan on the E. by the Kang or Yellow Sea and Bay of Nankin on the S. and by the province of Leotong on the W.

CORFU, an island of the Mediterranean Sea, near the entrance of the Adriatic Sea or Gulf of Venice. Its principal town has the same name, with a fortified harbour, in which the Venetians keep a fleet of galleys and other ships. The lat. of it is 39 deg. 42 min. N. and long. 20 deg. 0 min. E. There is good riding to the N. between this island and the Island of Fanu, under the lee of the small Island of Marlere, and also behind the Frescoglie rocks on the same side of the island, as well as under the N. end of the island itself. In both these roads, there is from 10 to 12 fathoms. To come to this island from the northward, keep the main land on board, and go in by the Island of Serpe that lies just at the entrance; but a pilot will be necessary for the Bay and Haven of Corfu, and for the whole passage between the island and main. From Cape Blanco at the S. end of the island a shoal runs off a great way into the sea, and must be carefully

fully avoided in coming from the southward, by keeping close to the N. point of the Island Pachiu till it bears S. W. by S. and till a high mountain on the main shews itself to the southward of the town of Corfu, and another island also shews near the main. All these must be kept at N. E. by N. and sail with them so into Corfu; but be sure not to come nearer the shoalings of the sand than from 10 to 6 fathoms, as being foul and rocky and uneven ground. This island was anciently called by the names of DRELANE, PHAACIA, and afterwards CORCYRA; it is in the Archipelago, and is 70 Italian miles in length, but seldom exceeds 12 in breadth. It is about 4 miles W. from the coast of Epirus.

CORGO Island, in the gulf of Bassora, is about 40 leagues E. from Beren island, and 7 leagues from Bunder-rick, or Sandy Port, which is the nearest port to Ispahan.

CORIDIA Gulf, round the W. point of the entrance into the straits of the Dardanelles, on the N. E. coast of the Archipelago, off which at S. W. lie the islands of Embro and Samandrachi.

CORIENTES Cape, or CURRENTS, on the S. E. coast of Africa, is a point of land which lies at the opening of the channel of Mosambique between the island of Madagascar and the main. It is situated in lat. 24 deg. 18 min. S. and long. 34 deg. 49 min. E.

Cape CORIENTES, on the S. W. part of the island of Cuba in the West Indies is 10 leagues S. E. from Cape St. Anthony or the most western point of that island. It is a low Cape and covered with trees, but there are no harbours between them; neither are there any to the eastward till a ship comes to the island of Pines, which is 20 leagues farther, and the shore between them is very foul and rocky. Ships usually make this Cape in coming from Jamaica to the gulf of Mexico, having first seen the island of Pines. To do this, in coming from the Camaines or Cayman's Islands, steer N. W. nearly, or a point at least more westerly than the true course, to allow for the effect of the strong currents from the bay of Honduras northward, which otherwise will set a ship upon the dangerous shoals and rocks of the Jardins, or Queen's Garden, to the N. and N. W. of Cape Cruz. The course is then W. N. W. 15 leagues, which will carry a ship clear

of the shoals of Cape St. Anthony or Antonio, and pass it about 5 leagues to the westward.

Cape CORIENTES, to the S. of the River Plata, the coast inclining a little westward, is in about lat. 37 deg. S. but this coast is little frequented.

Cape CORIENTES, on the coast of Peru, on the Pacific Ocean, is in lat. about 4 deg. 50 min. N. from whence the general direction of the coast is almost due N. as far as to the gulf of Panama. It is 20 leagues N. by W. the course to the cape being N. W. from the River Neominas, or rather the island of Palmas; and from thence to Port Quemada 29 leagues to N. N. W. The cape is a high round mountain, with two hummocks near the top, which are almost close to each other; and when the Cape is brought to bear S. E. one of them looks like an island or great rock, separated from the mountain; but appears to join to the other on coming nearer. They are seen out at sea for 12 or 15 leagues.

Cape CORIENTES is a headland or promontory on the W. coast of Mexico, on the North Pacific Ocean, about 33 or 34 leagues to the S. of Xalisco, in lat. 20 deg. 0 min. N. and long. 110 deg. W. If a ship in approaching this cape should meet with any squalls of wind at N. W. make directly for a parcel of upright crags next the sea, as there is good anchorage close to them under the S. E. with shelter for all winds between the S. W. the W. and N. W. The land of the cape is moderately high, and rises gradually, being barren, and bearing but few trees. A high ridge of mountains, having many heads, appears above it up the country. There is a bay at E. by S. from the cape of 10 or 11 leagues; and the land to the N. E. and N. N. E. is low and very pleasant. It is 10 leagues about N. by E. to Pontequ Point. See VALDERAS.

CORINTH, which the Turks call GEREME, is a noted city of Romania, and the Morea, at the foot of a mountain or steep rock on which is a castle, near the isthmus between the two gulfs of Lepanto and Angia or Engia. The isthmus is here only about 2 leagues over; and the city is situated about 19 leagues to the W. of Athens, in lat. 38 deg. 14 min. N. and long. 23 deg. 10 min. E. See CENCHREA.

CORISCO Island, on the W. coast of Africa,

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Africa, is within the island of St. Thomas, and in the mouth of the River Angora, in about 1 deg. of N. lat.

CORK or CORKE City on the S. coast of Ireland, is only inferior to Dublin for the extent of its trade in any port of the kingdom. It has a most excellent harbour, the entrance into which is very fair, and full 2 miles broad, with 10 fathoms water, which gradually shoals to 5 fathoms and into 3 and a half; though few parts of the channel, if any, have less than 5 in the middle, as far up N. as to the garrison. Roche's Tower, off which are the Stags or Cow and Calf Rocks, is the E. point of the entrance into the channel, within which is White Bay. Go round this point at about half a mile distance from the shore, keeping that distance on the starboard, and edging round the point of Prince Rupert's Fort, to avoid the Turnbull Bank or Sand which lies N. and S. in mid-channel on the larboard. Be careful also to avoid having Roche's Tower and Dog's Nose at N. N. W. of it in one, as there is a funk rock with 23 feet upon it, and with 7 fathoms all round it. When this fort is at E. S. E. a ship will be to the northward of the bank, and may keep in mid-channel all the way till abreast of the passage to the eastward of the garrison called Kuskine Bay. Observe to leave the Spit Buoy, which is about a mile due S. from the garrison on the larboard, being the N. E. point of a large sand or bank, which dries at three quarters ebb; and take care also not to get more to the eastward into shoaler water, for there is a hooking sand on that side which comes out westward nearly at S. from the said passage, with 3 fathoms close to the point. The course is due W. from abreast of this passage under the guns of the garrison about 2 miles to Battery Point on the N. shore, with from 10 to 8 fathoms most part of the way after passing the garrison. Haul Bowling Island is to the larboard; between them is the narrowest pass of the channel, in from 7 to 8 fathoms, steering due W. till the channel is fairly open again to the N. up the reach, which, except about Lime Kiln Point at the opening on the starboard, is clear all the way. In mid-channel is from 7 to 5 fathoms generally, as far as Roman Point on the starboard, from which the shore falls off to the eastward on that side, and from the opposite shore to the westward. This course is

about a point to the W. of N. Keep the Roman Point on board, and steer towards the nearest land on the N. shore, to avoid the Muscle Bank which runs off from the W. shore to northward; and when Horse Head Point, bearing N. W. from the point on the W. opposite Roman Point about three quarters of a mile, is at W. S. W. or W. by S. about the midway between Roman Point and the N. shore, steer W. towards the head till very near it. In this channel will be about 4 fathoms. Having thus passed the Muscle Bank on the larboard as well as a small narrow bank so called on the starboard, between which and the point of land on the N. shore is a small narrow channel, that is very seldom used; steer directly for Barry's Point about N. N. W. on the starboard shore. For this part of the course, the ship must have the advantage of the tide, as it now shoals from 21 to 6 feet in the fairway at low water; this last depth continues beyond the point till the city of Corke comes open, which is in lat. 51 deg. 54 min. N. and 8 deg. 28 min. W. and has high water at spring tides at half past 6. From hence steer N. W. by N. about a mile, so as to make the opening of a small creek about 3 furlongs on the starboard, and then about N. W. and N. W. by W. for about 3 furlongs. The city of Corke will now be fairly open with the river. Having got up to this part of the passage, Black Rock Point will be just on the larboard shore; run directly for it, and come to an anchor within it to the westward. There is 9 and 10 feet at low water; but higher up W. towards the city, it shoals to 4 feet in the channel near the S. shore which is broadest, and but 2 feet close under the N. shore.

CORK Land and Trees, is a point of land at S. S. W. from the Naze on the S. of Harwich, which is used as a landmark or direction for steering into the Rolling Grounds for that port.

CORK Ledge and Sand, which lies at N. E. from the Naze, and about S. E. by E. or S. E. from the point of Harwich, has within it a smaller sand called the Ridge. A direct course from the Naze to Orford Castle and Church, or, which is a nearer mark, to the point of Bawdfey Cliff, so as to keep it just open of them, will bring a ship safely through between them within the ledge at the N. N. E. point of the sand; on which there is but 8 or 10 feet water.

CORMACCI Cape, on the N. side of the island of Cyprus in the Mediterranean, from which ships very commonly depart for Stantio Island in the Archipelago; and which they pass through between the N. end of the island of Rhodes and the main continent of Asia, near Cape Grio, which is the S. W. land of Natolia. This Cape Cormacci is about 16 leagues from Cape Pisani, or the westernmost point of Cyprus, and forms the most northerly point of the island; from which at N. W. there lies a great rock under water, which ships must take care to avoid, in going in to ride under the point.

CORMANTINE, on the W. coast of Africa, is 2 leagues E. N. E. from Animabo. It is not only the best road on all the coast, but the best country, and was heretofore the principal factory of the English on the Gold Coast. There are two good roads, and ships may ride nearer and farther off in the same road. A strong fort commands the road, and affords protection to the shipping; so that vessels sometimes ride for safety close under the very guns of the castle in from 7 to 8 fathoms and good ground, when the fort bears N. W. by W. Ships may go in or come out of this road almost with any wind; and at this place formerly were obtained the very best negroes of any part of Africa.

CORN, or **PEARL** Island, in the West Indies, near the coast of the Spanish Main in lat. 12 deg. 10 min. N. See **PEARL** Island.

CORNANGO Island in the South Pacific Ocean, is one amongst a groupe of islands to which it is contiguous, in lat. 20 deg. 23 min. S. and long. 174 deg. 6 min. W. When at anchor here, the southernmost bears S. W. 4 miles off, and to the N. are three others, all connected by breakers. The groupe lies in the direction of S. S. W. and N. N. E. and there is a passage between the islands to the N. and the breakers to the S. having from 40 to 9 fathoms. There is good anchorage near them in 45 and 40 fathoms, a clear sandy bottom; but be careful to remember that there is a great easterly swell.

CORNE Island, is about 70 leagues E. of the mouth of the River Mississippi, on the River Mobile. It is within a league of Island Dauphin, between which there is but little water; the Island Ronde is near its extremity, so called from its figure.

CORNELIA, or **ROBBEN** Island, near the cape of Good Hope, for which see **ROBBEN**.

CORNER Buoy, of which there are three, belonging to the channel of the Fly, Vlie, or, as some call it, Stortelmeck. These are called the Outmost, Middlemost, and Inmost, or the 5th, 6th, and 7th Buoys. A tail of sand runs from the shore between the outermost and middlemost, which reaches almost to the buoy, and may be sailed over from without; there the stream breaks through the wall, and scours the tail over to the N. shore. From the innermost buoy run along by the sand of the Fly, or southward of the buoy upon the plat. See **FLY**.

CORNERO Port, on the coast of Chili in the South Pacific Ocean, is 4 leagues from Tucapel or 14 from the River Imperial, and 10 leagues on the other hand from St. Mary's, following the coast. It is situated in lat. 37 deg. 20 min. S. It lies at the bottom of a bight or bay.

CORNOM Island, an island so called, at some leagues distance from the E. coast of Siam, to the S. E. from Sancori, in the gulf of Siam, situated in lat. 10 deg. N.

CORNOUAILLE. See **CERNOUAILLE**.

Cape CORNWALL, at the extremity of the county of Cornwall, is 2 leagues to the N. by E. of what is called the point of the Land's End, from which the coast runs N. E. by E. and E. N. E. 5 leagues to St. Ives. When it bears E. N. E. 3 leagues off, it makes a fair point of land; but when it is due N. and the Long Ships at N. by W. 3 leagues off, it shews broken and disjointed, but rugged and forbidding. The Breland or Breefin Island is about a mile W. from the cape; and the Seven Stones are at W. half S. 6 or 7 leagues, which are not above water till half ebb. It is in lat. 50 deg. 10 min. N. and long. 5 deg. 55 min. W. and has high water on full and change days at half past 4 o'clock.

Cape CORNWALL, in lat. 10 deg. 43 min. S. and long. 141 deg. E. is the S. W. point of the land on the N. W. side of the passage of Endeavour Straits, and situated at the N. W. extremity of New Holland, in the South Pacific Ocean.

CORNWALLIS's Island, is on the N. E. side of Chebuscto Harbour in Nova Scotia, near the entrance. It is a large irregular island, and has a small island, not 3 furlongs over, called Red Island, off the S. point. The channel between these

these two islands and the S. W. shore is wide, and deep enough for the largest ships. See CHEBUCTO. On the middle of the W. side of Cornwallis's Island is Scarborough Cove, about 5 or 6 furlongs wide and nearly of the same depth. The N. W. point of the island is called Gulf Point, and to the S. of that is the watering place. To the N. of this point about 6 or 7 furlongs is the small island called George's Island, not much differing in extent from Red Island to the southward.

CORO, is a port town on the coast of Curacao, on the Spanish Main, or N. coast of South America, and in the district called Terra Firma. It is situated at the bottom of the gulf of Venezuela, and 23 leagues to the W. from La Guaira, in lat. 11 deg. 10 min. N. and long. 69 deg. 50 min. W.

COROBANA River, or CARIBBIANA, within the mouth of the River Oroonoko, comes into it from the S. shore, in the direction of N. by E. or a little more easterly.

COROGGIO, a promontory or headland of the coast of Italy, opposite to which is the small island of Nisida.

COROMANDEL Coast, is the eastern coast of the Peninsula of India, which forms the western limit of the bay of Bengal in the East Indies. It lies between 10 and 20 deg. of N. lat. and the coast varies between 79 deg. 30 min. and 86 deg. 30 min. of E. long. The limits of it are usually represented on the N. as reaching to Golconda, and to the S. as extending to Madura; with the bay of Bengal on the E. Some represent it as having Cape Comorin for its S. point, and Masulipatam for its N. limit. On this coast, and its opposite one of Malabar, the heats which are excessive would become intolerable, if they were not allayed by the sea breezes, which are wonderfully cool and refreshing. Hence the numerous distempers, by which the natives of European countries are affected in these parts, are perhaps frequently to be attributed as much or more to their own intemperance and irregularities than the inclemency of the burning climate. It is considered as extremely unwholesome to continue in bed here after sunrise; so that for the most part people rise early. Many persons when in this country, also wash themselves immediately in cold or lukewarm water from head to foot; and the latter practice we

may recommend as more congenial to the state of the body, and consequently as more effectual to the salutary object of preserving health in these hot countries. Another good practice is to change the linen every day. Those who are studious of retaining a tolerable degree of health, abstain generally from strong liquors; which may not be improper, it is, however, usual to take a spoonful of brandy before dinner, and a little at night before retiring to rest. But all abuse and excess ought particularly to be guarded against.

As the heats render the middle of the day unfit for business, it is therefore commonly spent in sleep; a relaxation to which the state of the air has a powerful tendency. It is a necessary rule to wash the mouth after dinner; and it is customary to take tea about 4 o'clock, and to embrace the season of the evening for a walk. Care, however, should be taken, not to venture out abroad too much, if the night dews fall strong; a risk to which many may be tempted in cool evenings, especially if the moon favours such excursions by her light. The common hour of supper used to be at 8, and of bed-time at 10 or 11; however it is to be supposed that refinement of manners has operated in the eastern countries as well as in our climate, to change these regular modes of life for more fashionable ones. Quilts or other light coverings only are used instead of the down and feather beds of England. We must caution seamen and soldiers against the free use of Arrack and other strong liquors; and if at any time they have made too plentiful libations, in such cases, as the best means remaining to prevent their effects, to have a particular care in covering all the lower part of their bodies, with their thighs, legs, and feet, to keep off cramps which they will be very liable to. Exposure to night-dews, in such cases may be deemed the preludes to certain death.

CORON, is a considerable town of the Morea, in European Turkey, possessing a harbour in a bay of its own name, in the Mediterranean. It is situated in lat. 36 deg. 46 min. N. and long. 22 deg. 5 min. E.

Cape CORONATION, on the coast of New Caledonia in the South Pacific Ocean, is in lat. 22 deg. 5 min. S. and long. 167 deg. 8 min. E.

CORP Island and Sound, the latter being

being named from the former. It goes in from Erk Island, at the entrance of the Haast of Aaland in the Baltic; but as it is necessary to take pilots, we need not enlarge upon it.

Porto CORRAL, or *Point CORRAL*, on which is a fort, is on the coast of Chili in South America, on the South Pacific Ocean. It is on the larboard side within the mouth of Baldivia River; and there is very good anchoring under the fort as in a harbour. But to go in, it is necessary to round the shoals off Fort de Morgue, on the S. shore, which run flat off almost half channel over. The river of Baldivia is entered between Point Gonzales, and the land at 4 leagues N. E. by E. from it; keep in mid-channel at S. E. in from 23 to 20 fathoms, and so shoal into 10 fathoms, till both shores draw nearer, and contract the channel to less than a league in breadth. Here stands Fort Morgue; from which steer on S. S. E. under the E. shore in from 9 to 6 fathoms to Point Corral, as already mentioned. To go in, as it lies out of the ordinary channel, having rounded the first fort, steer in on the starboard side to the fort on that side, which is erected to defend the road. In rounding that shoal, go so far over to the other shore, as to come under the muzzle of the guns of Fort Nuebla on the larboard side. The island of Constantine Peres, on which is Fort Manfiera, is opposite to the road under Port Corral, due E. and W. between this and Nuebla Fort is properly the entrance into the harbour of Baldivia. Behind Peres Island is also an entrance; but this is only for small boats.

To go up to the town, after passing between these two forts, range along the side of another large island; on the main behind this is the port, which is so commodious that ships may lay their broadside to the wharf, and land or load goods without boats, as at a crane or quay.

When the wind is at N. it sets right into Port Corral, and causes a sea or swell if it blows hard off at sea, but not otherwise. It is little more than 2 leagues from this port to Point Gonzales; and 5 leagues at N. by W. to Bonifacio headland. In Port Corral Road is from 4 to 7 fathoms. At the end of the strand towards the S. E. is the watering-place, but take care that the boat does not ground, as the natives are mortal enemies to the Spaniards; and as

others may be mistaken for them, it is recommended that all white people who come here would keep both their arms and oars ready, to guard against surprise.

Cape CORRANTES, on the E. coast of Africa, in lat. 24 deg. 10 min. S. for which see *CORIENTES*.

Cape CORS, on the coast of Brazil in South America, is 18 leagues S. E. by E. from the River Laguariba or St. Lawrence; the whole coast between being clear either of rocks or shoals, having good gradual soundings as far as to the cape. The ground about that, however, is foul and full of rocks, which lie off into the sea for 2 leagues or more. Though the strand from St. Lawrence hither is fair, yet as there is neither river or creek, bay or harbour, of any kind, and consequently no business for ships, it is best to keep an offing of 5 or 6 leagues in going towards the S. The coast also goes S. E. by E. to the great Salines or Salt Bay, about 25 or 26 leagues, the Monte Vernelhas, or Red Hill, being nearly about mid-way.

Cape CORSE, on the coast of Africa. See *Cape COAST CASTLE*.

CORSEAU, about half a league within the shoal called Point de Saint, or Seams, which lie about W. from the S. point of Poldavia Bay, on the W. coast of France. The tides run here very strong. On coming near to the channel between the Great Steventon and the Corseau, the Kerkin Rocks must therefore have a good birth because of others which lie off on the E. of them, and are under water. The Plates also, a foul ledge of rocks which runs off from the W. side of the Corseau, must not be approached too near; and it is necessary to compute the tide well, which runs almost thwart over the Ras, as appears from the strong rippling of the water. It is very dangerous in calms, in an outfall or ebb, or with a S. W. wind, and therefore should be avoided in such circumstances.

CORSICA Island in the Mediterranean, is about 88 miles in length and about 40 in breadth. It lies about 30 leagues S. from Genoa, and near 70 N. E. from Minorca Island. The situation is extremely convenient for its being a maritime country. Its ancient inhabitants were remarkable for their numerous and continued acts of piracy; by which all their neighbours were molested and annoyed. From this general practice of depredation and plunder, the names of

Corfair

Corfair and Pirate have long been deemed in general language as terms expressive of the same meaning. See BONIFACIO and *Cape CORSO*.

CORSIOLA Island, is one of those places or islands in the Gulf of Venice or Adriatic Sea, which has a good road for ships to ride near. On the S. W. side of the island is the City Corsolla; it is a place of some note, and has a very good haven, which is well secured from all winds on that side. Before the entrance are five small rocks in the form of a semicircle, so that nothing can hurt a ship when it is in. We find it laid down in some ancient charts under the name of *QUERX-OLL*. It is near the coast of Dalmatia, from which it is separated only by a narrow channel; and within its E. end is Sabioncella Point, being the extremity of a long and narrow peninsula which runs off there W. by N. from the main, seeming to act the part of a troublesome neighbour, which may be supposed to lay to the island of Corsiola on the S. and the Island Fina on the N. side of this point, *Come not near me, lest you should receive some injury, but make way for me to advance*. It is situated in lat. 42 deg. 36 min. N. and long. 17 deg. 15 min. E.

Cape CORSO, the extreme N. point of the island of Corsica in the Mediterranean, is in lat. 42 deg. 56 min. N. and long. 9 deg. 45 min. E. Round the point on the E. side is anchorage within the small island of Tolari in 7 fathoms, and off its S. end 9 and 10 fathoms. From hence the coast runs nearly S. on the E. side, and S. W. on the other side. It is 23 leagues to Leghorn at N. E. by E. the Island Gorgona lying nearly in the fairway 7 or 8 leagues short of it; from whence Mount Negro on the E. side of that city may be seen.

But it is necessary to observe, that Cape Corso makes in two points, known by two distinct names of Cape Blanco and Cape Sagri, which lie 3 or 4 leagues asunder to S. E. and N. W. and form a kind of harbour between them; as the points break off the winds, ships may ride here very securely from a W. or S. W. wind.

Cape CORSO or *CORZO*, on the coast of Chili on the South Pacific Ocean, is about 36 leagues to northward from the southernmost point of the islands in Chiloe Gulf, and about 63 leagues S. from the cape of Three Mountains or Tres

Montes. This cape of Corso lies in a nook or bay; but we know little more of it, or indeed of any part of this coast. There are some bays and rivers within these distances, but no ports or towns all the way.

CORSOER, is a town of Denmark, on the W. side of the island of Zealand, on a small peninsula; and on the Great Belt Channel. It has a good harbour for small vessels, in lat. 55 deg. 12 min. N. and long. 11 deg. 12 min. E.

CORSOLLA. See *CORSIOLA*.

CORTELAZO Island, at the E. end of the bay of Cagliari in Sardinia, is 7 leagues S. E. by E. from Zuart, and 12 or 13 E. by N. from Cape Pullo. Under this island is a good road in W. and N. W. winds; but about the W. point the ground is foul and must be carefully avoided. The island lies under Cape Carbonera, and is the S. E. point of Sardinia; and to the E. of this island are two other islands, of which the innermost is biggest, and the easternmost or Serpentera has many small rocks about it. There is a watch-tower on each of these islands.

CORTON Sand, off the coast of Suffolk, is from a mile to half a league to the E. from the shore at Lowestoff Church at its S. end and from half a league to 2 miles E. from Corton Village at its N. end. That part towards the S. is called the Holm, though it is actually a part of the same sand. There is a channel betwixt it and the shore, within a mile or less of the latter; in the narrow part of which, a ship must beware not to borrow in less than 7 fathoms. Upon the Holm, off the point of Lowestoff, is but 3 fathoms and a half at low water.

CORVO Island, which is one of the Azores or western islands, sometimes called the Terceiras, lies on the N. of the island of Flores. There is a channel of a mile in breadth between them, and though it is but three miles in circuit, it has two small harbours. It is so called from the abundance of crows which resort and continue here; and is situated in lat. 39 deg. 42 min. N. and long. 31 deg. 6 min. W. These are the most westerly of all those which are known by the general name of Azores.

CORUMBA, is a channel so called on the S. coast of Africa, between the island of St. Paul's and the main, in lat. about 8 deg. 20 min. S. This island is sometimes called Loanda Island, and the city

of Loanda St. Paul is on the coast of the main opposite to the island.

CORUNNA, frequently called the **GROYNE**, and the **Brigantium** of the ancients, is situated at the bottom of a small bay, within the mouth of a spacious and deep haven. It is S. W. from the harbour of Ferrol, on the opposite side of the gulf; and the entrance into this port is due E. along the coast from the W. point of land or island of Cifarga, at 8 leagues distance. To come into this port from the westward or northward, having made the island of Cifarga, give it a good birth, because it is very foul, and then run in E. S. E. and about by the point of Corunna at S. E. and afterwards S. S. E. give that a birth also of 4 or 5 cables length, and on coming by the point where the castle stands, a small island will be seen with a little house upon it, along which a ship may sail within half a cable's length. Run about by this to the westward, till arrived before the Fisher's Village; and there anchor in 6, 7, or 8 fathoms. The sound or haven of Bitanze, Betance, or Petance, goes in at E. N. E. from the island, where the castle stands, See **BITANZE**. This is the port town for the packets between Spain and England, and the cape is situated in lat. 43 deg. 56 min. N. and long. 9 deg. 10 min. W. and has high water at spring tides at 3 o'clock.

CORYVREKAN, is a dangerous whirlpool, situated between Scarba and the N. point of Jura, in the Hebrides or western islands of Scotland. As the tide advances this unfathomable gulf, of which the dreadful vortex extends above a mile in circuit, begins to boil up; and at full sea its numerous eddies form watry pyramids, which rise into the air, and burst with the noise of thunder, so as to whiten the waves near them with foam. There are many smaller whirlpools, and rapid currents in this part of the ocean; but they are only dangerous to strangers.

CORZOLA or **CURSOLA** Island. See **CORSIOLA**.

COS Island, in the Archipelago. See **STANCHIO**.

COSIRE, in the gulf of Suez, is a port in lat. 26 deg. 20 min. N. It exports much grain to Arabia, which is brought thither in the caravan from the Nile, and is the most southerly port on the coast of Egypt.

COSLIN, is a town of Brandenburg Pomerania, on the German coast of the

Baltic, in lat. 54 deg. 20 min. N. and long. 65 deg. 56 min. E. It is four leagues E. N. E. from Colberg or Colbergen, and 9 leagues to the S. W. and S. W. by W. from Garhshead, having Rugenwald on the river Wipper between them.

COTEAUX, on the S. side of the island of St. Domingo or Hispaniola, in the W. Indies, is inferior only to the Cayes, on that part of the coast. It has anchorage for small vessels in perfect security.

COTOBERY, is one of the small places on the W. coast of Africa, between Suma and Akitaki or Little Commenda.

COTTONA River, on the coast of Peru, falls into the sea by the mouth of the river Coquimao or Chuquima, in about 4 deg. 50 min. of S. lat. The entrance into the mouth of these rivers makes the harbour of Payta.

COTTOWANNI, a place on the W. shore of the river Canvo, between the river Amazons and Oroonoko. See **CANVO**.

COUBELLA or **VICTORIA**, situated at the E. end of the island of Ceram, in the E. Indian Ocean, in lat. about 3 deg. 45 min. S. and long. 133 deg. E.

COUBRE Point, the N. point of Bourdeaux River, is S. by W. near 3 leagues from the Maumuslon Passage or Channel on the W. coast of France. In sailing along between them, several white sand hills are seen; but southward from the entrance of the river the land is somewhat low, with little black sand hills. Within the point on the N. shore is a large bay between that and Point Negro to the S. E. in which there is anchorage in 3, 4, and 5 fathoms; but there runs off a bar from the latter point, which is called the English Bar, and must be avoided.

COUBRE Terre, is a bank or sand so called, about a mile to the westward of the N. point of Bourdeaux River, or from Coubre Point, as in the preceding article. It extends about half a league to the N. and S. between which and the point is the channel of Petit Passe, having only one fathom at low water. The Matelier Sand Bank is about a league to the W. from the point of Coubre; between which and the Coubre Bank is also a bank which divides the space into two channels. See **MATELIER**.

COUCHY River, on the N. coast of France, between the rivers Boulogne and Soame, on which the town of Estaples is situated; it can only be entered in mid-channel

channel and at high water, and within it falls dry at low water.

COUDEIRON Island, near the E. end of the island of Candia, lies westward from Christiana, on the S. side, opposite to the mouth of a small creek or haven on the shore, but at a distance from it; and in the direction of W. by S. or a little more from the chain of small islands to the eastward of it. As it is larger than any of the others, it cannot be mistaken for either of the two small islands which lie close in shore a little more to the W. in a kind of opening of the land. Off the W. end is a reef or bank, which renders it unsafe to come too near on that side: but this part of the coast is not much frequented.

COUDOM, is a mark for finding a buoy in the Zuyder Zee, to the S. of the W. Worcum Buoy, called Frees or Friesche Plat Buoy; which is about W. by N. from Hinlopen Church on the E. On the E. of this buoy, within an English mile from the shore, and N. from the westernmost point of Staveren, is good anchorage. The thwart mark for the buoy is to bring a high house on the E. end of Coudom near to the S. end of Hinlopen.

Ile de COUDRES, within the river of St. Lawrence, is an island in the midst of the channel below the city of Quebec, nearly in the mid-way between that and Tadoussac Port, from which it is distant 15 leagues each way. The best channel up the river is on the S. side of this island, and is called the pass of Ibberville, though it has been more usual to pass by the western channel. If the wind is not fair, this is certainly a dangerous channel, as the river for a quarter of a league in length is there very rapid and narrow. On the N. W. shore, beyond the gulf, between this island of de Coudres and the main, is St. Paul's Bay; and Cape Torment, a very high promontory, and the termination of the chain of mountains on that hand of the river, is about 6 leagues higher, bearing nearly S. W. by S. from this island. There is a very considerable river on the E. or larboard shore, in going up, before a ship reaches so high as this island.

COVE, a town on the N. side of the middle channel of Corke Harbour, usually called the Cove of Corke, is situated nearly in the half way from the Garrison or Kuskine Bay on the E. and Battery Point

on the W. It has 10 fathoms water before it, and on its W. side is a watering place.

COVE Point, is the W. point of the entrance into the harbour of Kinsale, about a league to the N. of the Old Head. This point has its name from a small cove just to the westward of it; it is foul ground near the point, so that it must be avoided. Sometimes it has the name of Sandy Cove Point.

COVE Sound, perhaps Core Sound, on the coast of North Carolina, has the mouth or entrance from the S. on the W. side of Cape Lock-out. A long narrow spit of land from the cape, and a number of small islands to the N. within, form the star-board side, and a long narrow island to the W. is the larboard limit of the entrance. Within this is the passage to the town of Beaufort to the N. W. which is a spacious inlet within the islands between them and the main.

COVENTRY Cape, on the N. shore of the straits of Maghellan, between the land of Patagonia and the island of Terra del Fuego, at the S. extremity of S. America. This is the name by which it was called in the voyage of Sir John Narborough, about 1670; but in later voyages through these straits we do not meet with the name, and it probably appears under some other denomination.

COULAN or Quilon, is a Dutch fort and factory on the coast of Malabar in India, on the W. side of the peninsula, something more than 20 leagues to the S. of Cochin. It is situated in lat. 8 deg. 36 min. N. and long. 75 deg. 36 min. E.

Cape COULIBRE, on the coast of Spain in the Mediterranean, is about S. S. E. from Valentia, and N. W. by N. from Cape St. Martin. The town of its name is on the S. point of a small river which falls in there, the cape extending to the eastward from its N. shore so as to form a small road or bay. On this cape are two watch-towers near the two most prominent parts of it towards the sea, and within the point to the southward, off the mouth of the river, is anchorage in 10, 9, 6, and even 3 fathoms, according to the distance from the opening of the river.

COUNIX or Gataria, on the N. coast of Spain, or the coast of Biscay, is about 7 leagues W. from St. Sebastian. It is a good and fair round sand bay, where

there is good riding for westerly winds within the W. point, and in a fair sandy ground right before the town. A N. wind sets directly upon the point. This is frequently called King's Haven; and from St. John de Luz hitaer it is every where clean ground, and good anchorage in 20 fathoms. Deva is about 4 leagues to the westward.

Point COURCIL or **COURIL**, is the S. point of Rochelle Harbour, on the W. coast of France. This point is a mark for passing the Lavardin Sand or Bank, which lies about a mile and a half or half a league from the S. point of the island of Rhé. For when this point is brought to bear due E. by N. a ship will be clear of this bank, if she is due S. from Rhé, and may sail directly into Basque Road, or S. E. by S. towards the island of Aix. From Point Couril to Point Chu or Chede Bois, it must be observed that the whole coast is full of stony banks and sunken rocks.

Cape COURONNE, on the coast of France, about 5 leagues W. from Marseilles, is a little to the W. of its bay or haven. This small harbour is divided nearly into two equal branches by a projecting point of land between this cape and Point Riche to the eastward, in which is anchorage in from 6 to 3 and 2 fathoms water near the shore. Round this point it is foul ground towards the W. side, and there are also some shoals at a distance from the point towards the W. S. W. Between the point and the first shoal there is a fair channel through at half a mile from the point, in from 4 to 6 fathoms; and between the first and second shoal is also a fair channel, at a mile from shore, in from 5 to 8 fathoms.

COURPON's Bay, is at the N. W. end of the island of St. Kitt's in the West Indies, situated immediately on the N. of Convent Bay, and to the S. W. of Wheelwright Gut or River. See CONVENT.

COURTMAC, is a place within Sherry Bay, round the point of the Old Head of Kinsale, to the N. W. for which see SHERRY.

COURTOIS, is one of those numerous banks of rocks or sands within the bay of Brieu, on the N. coast of France; of which general mention has been made under that article. See BRIEU.

COUTANCES or **CONSTANCES**, a port town of the N. coast of France, in the English Channel, is situated in lat. 49

deg. 3 min. N. and long. 1 deg. 27 min. W. and has high water at spring tides at 6 o'clock. It is about 13 leagues to the S. of Cherburgh, facing the W. and about E. S. E. from the island of Jersey; being situated up the river which comes in to the W. within Agen Point.

Cow Rock, in Dingle Bay, on the W. coast of Ireland, is off the W. point of it. Ships may sail round it without danger, as it is clean; but it must be observed, that at high water at the time of spring tides it is under water. However, as it is then but just covered smooth, it may be readily discovered; and, to those who keep a look-out, can be attended with no danger.

Cow Island, as it is sometimes called, or **LONG Island**, otherwise known by the name of **NINUNDIVA**, is a small island not far from the N. W. end of the island of Ceylon, abounding with cattle.

Cow and BULL Rocks, on the S. coast of Newfoundland, are about a mile to the S. E. from Cape St. Mary, which is the point between the deep bay of Placentia on the W. and St. Mary's Bay on the E. They are fair above water; but there are others about them which lurk under the surface, and require the keeping a good look-out. See **BULL and Cow**.

Cow and BULL, about 4 leagues S. E. by E. from Harbour Island, is situated on the island of Eleuthera, one of the Bahama Islands. A hill on this coast, the island here being very narrow, has the appearance of a Dutchman's thrum cap, with broken land near it, through which is a cut or gap as if there was a passage, and is the situation known by this name of the Cow and Bull.

Cow and CALF, on the S. W. part of Ireland, are in lat. 51 deg. 22 min. N. and long. 10 deg. 35 min. W.

Cow and CALVES Rocks, are four rocks on the N. W. coast of Cornwall, sometimes called the South Rocks, about half a league directly W. from Tregarnon Point. They are placed in a quadrangular form, and from these to the S. E. nearer the shore, is another single rock; these serve to distinguish the point, which lies about a league to the W. from Padstow Haven. There is no port or harbour from St. Ives to Padstow, a distance of 13 leagues; and as the coast is full of rocks and cliffs, it is best to keep off at a distance, though the shore is bold, and there is no danger but what is visible.

Cow

Cow Head, on the coast of Newfoundland, is in lat. 49 deg. 53 min. N. and long. 57 deg. 55 min. W.

Cow or VACHE Island, to the E. of Point Abacou, is near the W. end of the Island of St. Domingo in the W. Indies. It is on the S. side, and within it to the N. on the coast is Flemish Bay. This was formerly a noted rendezvous for privateers.

CowCOLLE River, is 2 miles W. by N. from the head or N. end of the Long Sand, which has been mentioned already under the article BRACES. It is at the bottom of the Bay of Bengal. To get up to the mouth of this river, two methods have been recommended; we shall give them both, though the latter, it is presumed, will evidently appear to be preferable.

The passage lies in between the N. head of the Long Sand and the shore, but close aboard of the Long Sand, because a bank of sand has been thrown up between this sand and the mouth of the river which dries on the ebb of spring tides. Two shallops should therefore attend a ship of burthen, of which one should anchor on the pitch of the Long Sand Head, and one of the ship's boats should be placed at a grappling on the E. edge of the bank so thrown up. When the ship has thus ascertained the channel and depth of water, she may pass between them with safety and satisfaction. This may be considered as a good rule in other cases where a channel is not certainly known, or so fully described by its marks as may be describable.

Supposing, secondly, that a great ship has no shallop to attend her, let her continue at anchor about half a league short of this river till a quarter ebb, when the Long Sand will become visible. Order matters so, that the ship may be under sail before it is quite low water, and range the dry head of the Long Sand fair on board, in not less than 5 fathoms or 4 and a half, because the edging off towards shore but a cable's length will shoal into 3 fathoms on the edge of the new bank; the Long Sand, on the contrary, has water enough close aboard it, where it lies highest and driest, and has no danger with a slack tide, if due attention be paid to the steerage. This is recommended as the best method, even if a ship has every attendance and assistance as in the former case. Having

passed the Long Sand Head, a ship will then have 10 fathoms water, when she must haul in immediately for the western shore towards Kedgare River.

Before a ship comes up with the river of Cowcolle, it may not be at a greater distance than a mile from the shore.

COWES, near the N. extremity of the Isle of Wight in the English channel, is a port of good trade, and a great resort for ships. It is divided by the river into two towns, the E. and W. and in the time of war it is a general rendezvous for merchant ships, where they often lie for a considerable time to wait for convoys. Passage vessels are almost daily going betwixt it and Portsmouth, from which it is distant 4 leagues; and from hence to Southampton the packet with the mail for London goes off daily about 4 in Winter, and 5 in Summer, returning from Southampton in the morning immediately after the arrival of the mails from London. These arrive there usually before 7 in the morning, and from thence hither the passage is sometimes effected in 2 hours, though near 20 miles distant, and sometimes it takes up 2 or 3 times that space of time.

By the late act of parliament for manning the navy, this port is to supply 59 men, as its proportion of 20,000, to be provided thereby.

In coming from the eastward, by or from the road of St. Helen's, get the windmill on the island somewhere between S. W. and a point more westerly, when it will be over a square field near the sea side; keep off to starboard far enough to have the mill in sight, which will bring a ship clear of the buoy or spit of No Man's Land; and with that mark go on to Cowes Road, at N. W. by N. or W. N. W. still keeping the mill in sight. To anchor in the road, bring the castle at S. W. about a quarter of a mile distant. Its lat. is 50 deg. 46 min. N. and long. 1 deg. 20 min. W. High water at spring tides before eleven o'clock.

Cox's Island, between Ballasore Road and the River Hughly, is above Sager Island, at the bottom of the Bay of Bengal. The ships which are bound for that river often anchor here at the approach of night, or when the flood-tide is almost spent, till the following day in from 7 to 8 fathoms, and abreast of the body of the island. From hence they weigh with the first quarter's flood, and
steer

steer N. or N. half W. till they get over within a mile of the other shore, and about half a mile short of the lower point of Kedgare River. See SAGOR.

COXIMES. See COJIMES.

COZUMEL Island, near the E. coast of Yucatan, in the Bay of Honduras, is in lat. 19 deg. 20 min. N. and long. 89 deg. 20 min. W. It is parallel to the shore, nearly N. and S. being about 15 leagues in length, and in the middle only 4 or 5 in breadth, and bears S. by E. between them are the Islands Muger, Mujeres, or Woman's Islands, nearly in the midway. But a great bank of sand runs off from its N. end of above 7 leagues long and 4 broad; so that to come at this island from the N. the course from Muger must be S. E. by S. as far as to the parallel of the lat. of the island, giving the shoal an offing of 8 or 10 leagues, when ships may stand right in for the island. It has several small bays on its E. shore, where ships may ride in security against westerly and northerly winds.

Between the Muger Islands and Cozumel Island and the main, there is a good channel having from 5 to 7 fathoms; but as there are shoals on both sides it is necessary to keep the lead going, though the fairway in mid channel is safe and good. The Lake of Bacalar or Bacalar is 4 leagues to the W. of it; from whence the coast of Bacalar on the main probably has its name, or the lake from that. But most of our charts place the lake, though on the same coast, considerably to the S. W.

CRAB Hole, in the Island of St. Christopher's or St. Kitt's in the W. Indies, is round the extreme S. point of the island to the N. E. and in the strait between that island and the Island of Nevis. It is the western part of what is called Major's Bay, which is a tolerably good bay, and deep, with from 5 to 2 fathoms, gradually shoaling to the bottom of the Bay. Within the two extreme points it is somewhat foul; but in the middle, and near the bottom, it appears to be good ground.

CRAB Islands, are situate near the mouth of the River Cambodia, on the coast of that country so called in the E. Indian Ocean.

CRAB'S Island, or BORIQUEN Island, on the S. E. side of the Island of Porto Rico, in the W. Indies, had this name

of Crab Island from its abounding with that species of shell fish. It contains both hills and vallies, and is planted with oranges and citrons. The E. point of it is in lat. 18 deg. 5 min. N. and long. 65 deg. 23 min. W. See BIEQUE.

CRACATOA Island, is the most southern of a groupe of islands situated in the entrance of Sunda Straits. It has a high peaked hill on the S. end, but the whole circuit of it is not more than 3 leagues. A small island lies off from its N. E. end, which forms a road where ships may anchor. There is also good shelter against northerly winds in 18 fathoms, within a reef that runs off from the S. end, and 27 in mid channel. A narrow passage for boats between the two islands is at N. W. and the shore which forms the W. side of the road lies in that direction, having a coral bank that stretches about one-third of a cable's length into the sea. It is from this cause very difficult for boats to land, except at high water; but the anchoring ground is very good, and free from rocks. Abreast of the S. end of the small island, a short distance from the shore, is a small spring of fresh water. The road is in lat. 8 deg. 6 min. S. and long. 105 deg. 36 min. E. the variation here being only 1 deg. W. and it is high water on full and change days at 7 o'clock, rising about 3 feet 2 inches perpendicular. It is necessary to observe, that the Island of Tamarin, or Sambouricou, which is about 4 leagues N. from this island, has also a hill nearly of the same size and form, and situated also near the southern extremity; of which good heed should be taken to prevent a mistake.

CRAIGH Leigh Rocks or Islands, are three small islands between the Island of Bass and Guilanels, on the E. coast of Scotland, the latter being only 4 leagues at W. by S. or W. S. W. nearly from the former. See BASS Island.

CRAISTER Holm Island, one of the Shetland Islands, is a small island near the N. end of the N. sound. It has some sunken rocks on its W. side called Loof Harbour; to avoid which, in going out from Brascy Sound, keep the side of the main island till a ship has passed it. See LOOF Harbour.

CRABE Sand, in the way to Flushing on the coast of Zealand, to the northward from Sluys; to avoid which, when a ship is near the harbour of Sluys, and is

is bound for Flushing, sail away at N. E. somewhat northerly along shore. When the castle of Sluys and the steeple of St. Lambert's come one in another, that mark is a direction to sail E. right in with Flushing.

CRAMOND, or CROMOND Island, is nearly in the fairway from Leith Road to Queen's Ferry up the Frith of Forth, about W. by S. The usual course is to keep the S. shore on board, and to pass between this island on the larboard, and the Island or Rock Muckgry on the starboard; after which to steer W. N. W. till the Queen's Ferry Town comes open. This island faces the village of the same name above Edinburgh.

CRANFIELD Point, is the N. point of the entrance into Carlingford Bay, on the E. coast of Ireland.

CRANGANORE. See CRANNANERA.

CRANKANELLA Bay, on the Island of Ceylon in the E. Indies, is above 40 leagues to N. by W. and N. W. by N. from Arregamme. On this coast there is a great reef of rocks at the distance of two leagues from shore, the ground between being also very foul, and almost all rocks. To avoid this danger, which is otherwise inevitable, an offing of three leagues is little enough, especially with the wind from the sea. A remarkable high hill within the country to the southward, which may be seen far off at sea, is the beacon or mark by which this dangerous place may be known. It is called the Friar's Hood, and when it is S. W. by W. then is a ship abreast of a channel through those rocks, and may stand in for shore, and anchor in 7 fathoms about a mile off in the mouth of Batacalo River. It is often called Trinkamally, or Trincomale. See BATACALO and TRINCOMALE. In standing out from it to the northward, it is necessary to run off directly at least 4 leagues from the coast, into 8 or 9 fathoms; and keep that offing to avoid a reef which runs off to the northward, nearly to the same distance of 4 leagues from the coast. It is broad, and to know when a ship is past it, the lead at 9 fathoms, with that offing, will bring up clean sand, with now and then only some coral stones. To Point Pedra, it is 26 leagues to N. W. for which a ship may luff up aboard the reef, as soon as she has passed it, along its N. side. Molewale or Passake is nearly in the midway between them.

CRANMEIR Bay, on the coast of China, within the island of Pedro Blanco, has, like many others on that coast, good riding in from 8 to 10 fathoms. But it is not advisable to enter the ports; for treachery may be suspected from the jealous disposition of the natives, and the utmost civility to be obtained can only extend to the procuring a small supply of fresh provisions, water, &c. The lat. is about 23 deg. 20 min. N. and the coast runs away about N. E. to Amoy.

CRANNANERA, or CRANGANORE, on the coast of Malabar in India, is 8 leagues to the northward of Cochin, in lat. 10 deg. 20 min. N. and long. 76 deg. 30 min. E. having a very good harbour, or rather a road. On this coast indeed there is a shoal, from Panian on the N. as far as Cochin; but ships ride very well without it, especially here at Crannanera, in 5 or 6 fathoms within a mile of the shoal, which is no where more than a league wide. See PANIAN.

CRAWL Bay, is a small shallow bay or inlet, to the S. of Willoughby Bay, on the W. side, where the land trends southerly from that bay to the southernmost point of the island of Antigua. It bears about W. by S. or a little southerly from Hudson's Point, which is the eastern limit of that large bay, and the S. E. point of the whole island. In Crawl Bay ships may lie sheltered, though it is somewhat exposed to the S. E. currents, as being open at that part of the island. But it is pretty well secured by rocks and shoals to the S. of it, so as to admit only two narrow channels within it, and by a large and long reef of rocks which crosses over to the westward from the E. point; but more will be mentioned of this under Willoughby Bay. See WILLOUGHBY.

Cape de CREAUX or CREOS, on the E. coast of Spain, is the westernmost point of the opening to the gulf of Lyons. It lies to the N. E. from Rosa and Castillon, and about N. N. E. from Rosa Bay, and is the most easterly point of land on that coast. For the shore trends away immediately to W. N. W. to form the gulf to Port Vendre and Colioure. The sea runs very high generally upon this coast, and few ships chuse to anchor near the cape either way, unless they can put into some situation to shelter them from the force of the surges. It is about 10 leagues N. by E. from Cape Dragon, or Cape St. Sebastian.

CREDAN Head, is the W. point of the

the entrance into Waterford on the S. E. coast of Ireland, being a high and foul point, and from which a shoal lies off at S. S. E. into the sea. But from thence it has a broad channel, and clean, having 7 fathoms water in the haven's mouth, and 6 farther in. It lies in nearly at N. and N. by W. Without the head there is 10 and 11 fathoms. See SLADE POINT and WATERFORD.

CREETOWN, is a small port of Scotland, on the E. side of Wigton Bay in the shire of Kirkcudbright, and on the N. side of Solway Frith. Several sloops or barges are employed here constantly in carrying shells, which are dug out of the banks without the reach of high water mark, to places on the coast, where they are deemed a good manure, and in importing coals and lime from the county of Cumberland.

Cape CREOS. See CREAUX.

CREYL, a bank or sand in the Zuyder Zee, which runs off to a point in a S. W. direction from the point of Hinlopen and Staveren, at the end of which is the Creyl Buoy, to the S. nearly from the Frees Plat Buoy mentioned already under Coudom. There is also a buoy between them in a straight line nearly, round which ships may sail on either side keeping it nearly on board; but it may be a better rule to keep it, in running in S. a short distance on the larboard, as that course will lead directly on to the buoy of the Creyl. Beware of the Creyl Sand, by keeping it near half a mile to larboard, as it runs due N. three parts of the distance towards the middle buoy, and has from 3 to 4 fathoms close along side of it. The beacon on the N. side of the Cripple Sand is nearly S. from the Creyl Buoy. See COUDOM.

Other marks for the Creyl Buoy are, to get the spire steeple over the corn mill to the westward of Medemblick, which will be seen at S. W. near a point of land on the shore, and the little square steeple of Mirnes near the shore, to the E. of Staveren and Hinlopen, on the S. E. side of the cliff. Here will be from 4 and a half to 5 fathoms and soft ground; but the buoy is in 4 fathoms, and, if necessity require, a ship may run to the E. of it within a cable's length.

A little E. from the Creyl Buoy begins a long narrow sand, at about E. S. E. as far as the ton or buoy on the Hoffede, called the South Creyl. It has but 2 fathoms on it at low water, though

within it on the N. is a very narrow channel or gut of 3 fathoms and soft ground; but there is 4 fathoms and a half to the westward and southward, besides a broad channel to the S. at midway between the Creyl Buoy and Cripple Beacon at one end of the entrance, and between the Hoffede and Cripple Ton at the E. end. See CRIPPLE.

CRICKAETH Castle, in the county of Caernarvon, is on a lofty promontory facing the N. W. near the bottom of Traeth Mawr Bay. It is very high, and is distinguished at sea; having a village and other remarkable objects on the E. side of it.

CRIM TARTARY, or as it is usually called the CRIMEA, and sometimes only CRIM, is a peninsula of the Euxine Sea, and the ancient TAURICA CHERSONESUS. On the N. E. it is bounded by the Palus Mæotis, and by the Black Sea in all its other parts, excepting only the narrow isthmus which joins it to Little Tartary. Its principal towns are Brachiserai and Kaffa. It lies directly S. from St. Petersburg, between the 51st and 54th degrees of N. lat. and in about 46 deg. of E. long. The isthmus is but about 7 English miles, though the mean length and breadth of the peninsula is about 150; and on this isthmus is built the fortress of Precop.

CRIMON. See CARIMON.

CRIPPLE Bay or Cove, a small creek round the S. E. point of the island of Newfoundland to the westward.

CRIPPLE Buoy and Beacon, of which the latter is nearly S. from the buoy of the Creyl near half a league, and about the middle of the N. side of the sand. The former is called frequently the Ton of the Cripple, and is placed at the E. end, from whence the channel turns more to the southward. The Cripple Sand is not broad, but extends to the westward from the beacon, in a line towards the Dryfall, near half a league, having round its W. end only 2 fathoms and near 3 to the southward of its W. end. Between the Cripple Sand and the S. shore is also a channel, of which the deepest water is nearly at midway between the sand and the shore; but on the side nearest the sand is near 3 fathoms. On coming towards the E. end of this sand, give the shore a good birth, to avoid a bank which runs off from Golders Head Point almost half way towards the Cripple Ton. How to proceed for Enckhuysen

Enckhuysen from this out-let, see ENCK-HUYSEN. It is high water in this channel a little after 11 at spring tides.

CRIPPLEGATE Bay, on the N. W. side of the island of Antigua in the West Indies, is a small inlet to the westward of Fort Bay, open to the N. W. and on the E. of the point near which is the very small island called Ship Stern, the northern limit of Deep Bay. Sandy Island to the W. is near 2 miles from the western point or island just mentioned.

Cape CRISNEZ, on the N. coast of France, between Calais and Boulogne, is in lat. 50 deg. 50 min. N. and long. 1 deg. 35 min. E. It has high water about 11 o'clock or a little after, at spring tides.

CROCCEUS or **HOAMBO River**, is situated in China, in Asia. After a long and variable course it falls into the sea at Nankin Bay, having traversed more than 2000 miles. The waters of this and all the other rivers of China are not drinkable until they have been boiled; and this has been considered as one reason amongst others which have led to the general use of tea in that country, that the infusion of this plant not only corrects this bad quality of the water, but renders it an essential article in the beverage it affords to the inhabitants. Can European countries lay so much for its universal use among them? In one, it is provided by the all-bountiful Author of nature, to correct an accidental inconvenience; in the other, where generally that element is to be procured in the purest state, no such substantial reason, admitting it to be well founded, can be given.

Cape CROISETTE, on the coast of France in the Mediterranean, is about a league and a half, or a little more, to the S. of Marseilles; off which cape to the S. and E. are several small islands, and particularly the island of Riou, about 3 or 4 miles to the S. E. on which is a watch-tower. This cape or point is generally foul, but it admits anchorage within its S. point in 3 fathoms between that and the Island Mayre or Maire, in mid-channel between them, as the coast of the island is also foul. To the N. W. there are several islands within 4 or 5 miles of the coast, running nearer towards Cape Daume. Tiboulen, a small island to the westward of Mayre, between which is a narrow channel in 7

fathoms, has 15 fathoms off its W. side. Round this island it is recommended for ships to go, either for going in towards or out from this cape. It is necessary to point out its situation; but we know not that it can be any other way useful than to afford shelter as above. From hence indeed all the way N. to Cape Daume, is anchorage, as soon as a ship gets into 16 fathoms; but the shore to the E. and the islands to the W. are lined with batteries. There is also a channel out to the N. round Cape Daume; to which we shall refer. See DAUME.

CROISIE or **CROIZIC**, on the W. coast of France, is to the S. E. of the River Vilaine, and sometimes deemed the N. point of the River Loire. The point of land so called is about E. by S. from the E. end of the Island Hedic or from the easternmost of the Cardinals Rocks; towards which, in order to make the Loire, a ship must run till the water begins to shoal, and till the spire of Poulguen is right against the highest tower at the E. end of Croisie. The course then is to the N. end of the great bank called the Four, keeping these marks till the W. end of Dumet Island comes on with the Penvis Point. Run S. by E. keeping these open and shut, till Poulguen Point is E. by S. which course must be preserved along shore to the Island Baguenau, and the pierced rock, called Pierre Percee, that lies S. from St. Sebastian, and more than half a league from the shore. There is from 8 to 10 fathoms in the fairway between Croisie Point and the Four, taking care to avoid a shoal called the Hickeive which lies between them; to the eastward of it the first marks will carry a ship, and the middle of Dumet Island at N. on with Penvis Point, will lead to the westward of it. See DUMET, FOUR, LOIRE, and VILAINE. It is in lat. 47 deg. 18 min. N. and long. 2 deg. 32 min. W.

Cape CROIX, on the W. coast of Africa, is in lat. 30 deg. 38 min. N. and long. 9 deg. 55 min. W.

St. CROIX is a river of Nova Scotia, which forms the limit or boundary between it and New England. It falls into Fundy Bay on the N. side of it, in lat. 45 deg. N. and about 68 deg. W. off which is the great Manana Island, near the entrance into the bay.

St. CROIX Point, at the E. end of the island of Groa off the W. coast of France,

goes down very steep, and has three windmills near it. This point is a mark for discovering the Birvidaux Rock, with others which are near it, at about 2 leagues and a half S. S. E. from it; for when Point Lay, to the westward of Port Louis or Louis, comes on with this point, and the northernmost windmill on Quiberon bears E. by N. a ship will be thwart of that rock. See GROA.

St. CROIX Harbour on the N. W. side of Newfoundland Island the N. point of which is only about 4 leagues to the W. from Quirpon Island at the N. extremity of the island. It forms a deep inlet to the S. having also some bay's within it; the narrow bay of Mouco being on the S. W.

St. CROIX Island in the West Indies, is S. W. from the Virgin Islands. Its lat. is 17 deg. 52 min. N. and long. from 64 deg. 35 min. to 64 deg. 56 min. W.

St. CROIX River, on the coast of S. America, is in lat. about 50 deg. 30 min. S. and long. 68 deg. 20 min. W. It lies between Cape Beachy Head and Cape Fairweather, and is 20 fathoms across the opening, but 7 miles from point to point. The land of the N. shore is high, but on the S. shore it is low.

CROMARTIE, the county town of the shire of its name, on the N. E. coast of Scotland, in the bottom of the Murray Frith, 20 leagues W. from Kinnaird's Head, or the N. point of Buchan Ness. The river on which it stands is almost a mile in breadth, and has so bold a shore on both sides, that any directions to lead in would be superfluous. It is only necessary to observe, that when a ship is within the river, the best anchorage is on the S. side, just within the mouth of the harbour; but a ship may stand in sounding on either side, as the water shoals gradually. The town of Cromartie lies on the S. side, just at the going in. About 5 miles up the river, at Inverbekly Ferry, it becomes narrow, but has 15 fathoms water, and 5 miles farther up it shoals to 5 fathoms. It is every way a most excellent harbour. How to sail from this harbour to Inverness on the S. see under the article **CHANNERY**. It is high water here soon after 11 at spring tides.

CROMER is a town on the N. E. coast of the county of Norfolk, with a harbour, where many fishermen reside, and are much employed in catching lobsters.

The coast is so rocky, that the seamen call Cromer Bay, the Devil's Throat. There is a light-house on the coast at E. S. E. from it, from which it is situated at about one-third of the distance towards Blakeney and Cly. Sheringham shoal lies off it a little to the W. of N. so called from the village next westward; and the small sand called Cromer Bank is still farther out to N. E. by N. nearly, so as to be almost due N. from Eccles, about half way from the light-house just mentioned to Winterton Ness Light at S. E. by E. From Cromer to Blakeney is W. N. W. 2 leagues, and to Foulness eastward about 4 miles, nearer the light-house. About 7 or 8 leagues from land, thwart of Cromer and Winterton, the land may be seen in 18 or 19 fathoms. It is high water here at spring tides about 7 o'clock, the flood setting S. S. E. and the ebb N. N. W. Its lat. is 53 deg. 5 min. N. and long. 51 min. E.

CROMOND. See **CRAMOND**.

CROMWELL's Lodge, on the coast of Newfoundland, is in lat. 50 deg. 12 min. N. and long. 53 deg. 30 min. W.

CRONENBURGH or **CRONBORGH**, in the island of Zealand in Denmark, has a considerable fortrefs at the mouth of the sound; where ships that are bound to the Baltic pay a toll to the Danes. It is situated in lat. 56 deg. 20 min. N. and long. 12 deg. 25 min. E.

CRONSLOT, sometimes called **CROWN** Slot, or **CROWN** Castle, is situated on a small island of the same name, at the mouth of the Neva, and in the gulf of Finland, about 5 leagues W. of the city of Petersburg. Here is a harbour, which is one of the stations for the Russian ships of war, with magazines of every kind of naval stores, as well as large docks and yards. It is in lat. 60 deg. 20 min. N. and long. 30 deg. 15 min. E. There is a sand, called the S. E. sand, which runs off from the point of Cronslot and bounds the S. channel or entrance. The tower or fort on the main, between which and the island is the passage towards the city, is equally designed to guard it; and this is sometimes called Cronslot Fort, as that on the island is called Ritzart or Richards. To the E. of the tower on the main land, on what is called the S. E. shore, there is 5 fathoms; and near the shore of the island is from 4 to 2 fathoms. On the W. of the tower is also 6 and 7 fathoms, and

and the passage in is narrow, but more spacious within; from whence ships may steer up at E. half S. to within 4 miles of the city in 3 fathoms nearly to the approach of the narrows. Here ships that draw more than 11 feet water must come to anchor; as there is only that depth betwixt the buoys, which are placed on both sides of this narrow part of the channel, up to the city.

CRONSTADT, is a town and fortress of Russia, on the island of Retufari, within the gulf of Finland; having a good harbour, and being the principal station of the Russian fleet, with the magazines of naval stores, decks, and yards, for building and repairing ships. It is 4 leagues to the W. of Peterburgh, in lat. 59 deg. 56 min. N. and long. 29 deg. 56 min. E.

CROOK HAVEN, on the S. W. coast of Ireland, lies in between Cape Clear and Mizen Head, at the distance of 5 leagues from each other. To go in from the eastward, run in by Cape Clear, going about it so far to the northward, that an opening, as through a hole, is discovered into the sea. Keep this open to the N. of the cape by steering W. N. W. which will lead directly into the haven. The entrance into it is W. S. W. and the road is before a little village, with 2 and a half to 3 fathoms water. Here, indeed, the road has been much injured by casting out ballast; so that ships now anchor further out before the town, where it is deeper and all clean ground. It is in lat. 51 deg. 19 min. N. and long. 10 deg. W. and has high water on spring tides at 3 o'clock.

CROOKED Island, is a small island in the Windward Passage, a little to the S. of E. from Long Island, both which are Bahama Islands in the West Indies, where ships frequently take in wood and water. It is in lat. 23 deg. 10 min. N. and long. 73 deg. 55 min. W. Ships bound for England steer away from hence about 18 leagues due N. nearly the length of Watling Island; and thus, having cleared all dangers, run away into the variable winds in 30 deg. or more N. or N. E. as circumstances admit.

CROOKED Reach in the straits of Maghellan, extends from off St. Jerom's Point to Rupert's Island. It has a large irregular island on its S. W. and has anchorage in Muscle Bay, nearly S. from York Road, and at the end of some small islands on its coast; also in a small bay

near its N. W. end, opposite to St. Jerom's Channel. There is a very strong tide to the eastward along the bay under the islands opposite to York Road; and just under the E. side of these islands is 6, 7, to 11, 20, 30 fathoms, or more water, and the deeper the farther to the E. from the islands.

CROQUE Harbour, on the coast of Newfoundland, is in lat. 51 deg. 5 min. N. and long. 55 deg. 57 min. W.

CROSA Porto, one of the Hieres Islands, already noticed under Bovenia. See **BOVENIA** and **HIERES**. Betwixt Crosta Porto Island and Bovenia there is no danger.

CROSS Bank, towards the mouth of the River Thames, is half a mile about W. by S. from the two buoys of the Narrows, and almost abreast of the Hearn Beacon on the S. shore to the W. of Reculver Church on the S. or Kent Shore, which bears from it about S. S. W. It has 5 or 6 feet on it at low water. To avoid it, keep close to the Spell Buoy.

CROSS Bay, on the N. W. side of the island of Ascension, is found by bringing the largest and most conspicuous hill on the island to bear at S. E. The bay will then be open between two hills, of which the westernmost is called Cross Hill, and gives name to the bay. On this hill is a flag staff that must be brought to bear at S. S. E. half E. or S. E. by E. when, by keeping them so, a ship may run into 10 fathoms water in the best part of the bay. There are some other small sandy bays along the N. E. side, with good anchorage and plenty of turtle; but as this is most convenient, and is frequented by turtle as well as the others, it is consequently preferred. The Beach is a fine white sand, and the landing place is about the middle of the bay at some rocks, where there hangs a ladder of ropes to ascend them. When the flag staff bears S. 38 deg. E. and the two extremes of the bay extend from N. E. to S. W. the anchorage is 10 fathoms within half a mile of the shore. The lat. of the island is 8 deg. S. and long. 14 deg. 34 min. W. and the variation here only 11 deg. W.

CROSS Cape, on the N. W. coast of America, is a projecting point of land from Mount Edgecumbe, in lat. 57 deg. 57 min. N. and long. 136 deg. 39 min. W. The variation here is between 24 and 26 deg. E.

CROSS HAVEN River, is on the lar-
2 I 2 board

board or W. side of the passage of Corke Harbour on the S. coast of Ireland. It is round the point of Ram's Head, near which is James's Battery, over against Dog's Nose or John's Fort at the inner neck or entrance into the S. end of the long and spacious basin, of which on the N. side is Kuskine Haven and to the W. of it the garrison. See CORKE. Ships may run in here to wait for the tide, and be land-locked and safe from all winds.

CROSS Island, on the N. E. coast of Ireland is N. from Copeland Island near the entrance into the bay of Carrickfergus. It is but a small island, and near it is another called the Mews; between which two and Copeland Island there is a channel of near a mile in breadth, with 8 fathoms water. They are 3 leagues from Carrickfergus in the direction of E. by S. half S.

CROSS Island in the White Sea, or passage to Archangel, is 9 leagues to S. W. by S. from Ponnoy round the coast of Lapland, and 20 leagues to N. E. from Cat's Nose or Grey Point. See CAT'S NOSE. There is good anchorage all the way from Ponnoy to Cat's Nose in 8 or 9 fathoms, where ships may stop for the tides, though they run very strong here. A point between them, on which is 3 crosses, lies between, that has often been mistaken for Cross Island; but besides that Cross Island is much larger, it has two crosses at the N. end and three more at the S. end, by which circumstances it may be distinctly known. Ships may either sail behind Cross Island, or anchor there in 6 or 7 fathoms and good clean ground; but the very best place for anchorage is to bring the great Cross at E. N. E. Its lat. is 66 deg. 25 min. N. and long. 40 deg. 3 min. E.

CROSS Island, on the coast of Nova Scotia, in the gulf of St. Lawrence, is in lat. 47 deg. 46 min. N. and at the W. part in long. 61 deg. 5 min. W.

CROSS Ledge Sand is close to the middle of the land side of the Brakes, near the N. end of the Downs, and near a mile in length. To run between this sand and the Querns, which are still nearer to the shore, bring Deal Mill on Sandown Castle, or rather a little open to the N. of it. There is 3 fathoms between them. The length of this sand is near a mile at W. half S.

CROSS Sand, or KNOWLES, is the S.

end of the sands, under different names which there lie parallel to the shore, and form Yarmouth Roads. They lie farther out than the N. end of the Corton Sand, to the E. of which is a buoy, which shews the extent of that range of sands southward, from whence a narrow spit runs N. to join the Knowles, St. Nicholas, Scroby, and Calf Knowle, trending in parallel with the coast, so as to form a line nearly N. from the Corton Sand. Between the Corton Sand and this buoy of the Cross Sand, the channel of St. Nicholas comes in to the N. W. by N. parallel with the rounding off of the Corton Sand; within which sands between them and the shore is Yarmouth Road. See CORTON.

CROSS Road, is at the N. end of the long narrow island called Charles Island in Spitzbergen or East Greenland. It is to the S. of Smith's Inlet, which lies to the S. W. of several small islands off the N. W. point of Spitzbergen Island. Bell Sound is the S. end of Charles Island, which contains within it several creeks.

Cape CROSSTIDE, in the straits of Maghellan is W. three quarters S. from York Road 10 miles; on the E. of which there is a small bay, but only for a single ship. St. David's Sound lies between this cape and St. David's Head.

CROTONA, is an ancient city, at the mouth of the Esaro, where it falls into the gulf of Tarentum. It is situated on the coast of the Ionian Sea, about 17 leagues E. from Cosenza; and is in lat. 39 deg. 4 min. N. and long. 18 deg. 2 min. E.

CROUCH River, is one of the rivers of Essex, and the next on the N. to the River Thames, to which it runs parallel for more than half the length of the county; it falls into the sea at the N. end of Foulness Island; of the mouth of which river we have given some account under the article of Burnham in Essex. See BURNHAM.

CROUCH Harbour, on the coast of Newfoundland, said to be in lat. 50 deg. 56 min. N. and long. 55 deg. 59 min. W. We doubt whether this is not the same with Croque Harbour. See CROQUE.

CROW Rock, is about a mile from Lenny or St. Patrick's Point, and about 4 at S. E. by S. from the entrance of Milford Haven. It appears dry at half tide,

tide, so that ships should have a particular care to avoid it at the time of its being covered.

Crow Sound, is at the N. end of St. Mary's Island, amongst the islands of Scilly, off the W. point of Cornwall, or Land's End of England. To sail into it, all ships, however small, must take the advantage of the tide, on account of the bar which stretches off from the N. point of St. Mary, which has only 4 feet upon it at low water. Within the bar also there is a rock called the Crow, about 2 cables length from shore, which is dry at half ebb. If a ship goes within that rock, it must pass very near the shore; but it is best to take a pilot, who will come off upon firing a gun, and making a whiff of the ensign, or any other signal. The ground of Crow Sound is all clear, as well as between it and the northernmost rock; a large flat is on its N. called St. Martin's Flat from the island to the N. of it, and Tresco Island at W. N. W. but, except some small islands at E. N. E. it is all open that way.

CROWN Island, in the eastern seas, is to the N. of Long Island, and is situated in lat. 5 deg. 18 min. S. and long. 146 deg. 50 min. E.

CROZIC Point. See **CROSIE**.

CRUIS Mount, is a very conspicuous mountain of the island of Cyprus, on the S. E. side; which may be seen directly over the bay of Salinas, but it is very far within land. From its amazing height, it is seen on both sides of the island all along the coast, and on many occasions serves as an excellent sea-mark. See **SALINAS Bay**.

CRUMP's Island, on the N. E. side of the island of Antigua, is a considerable island, but very irregular, separating Mercer's Creek on the S. from Harris's Bay on the N. The passage between the W. point of this island and Guard Point on the main island is very narrow; but there is 3 fathoms at low water on the N. and S. of it. The next point of the main land to the southward is called Crump's Point, being the N. opening into Farley's Bay. Pelican Island is on the E. of Crump's Island, and Codrington Island to the S. of that, contiguous to the S. coast; between these two islands at high water is an opening into Mercer's Creek, but it is so strongly beset with rocks on the E. as to render it useless for that purpose.

Cape CRUSE, is on the S. W. part of

the island of Guernsey. To anchor on the S. side of the island, in a bay near the middle of it, in coming from the westward or from the Caskets, run about by this point; but do not come too near, on account of rocks, which lie off from the point, without which it is necessary to sail. Nearly about the middle is good anchorage any where in 18 or 19 fathoms, secure from the effects of N. W. or N. or N. E. winds.

CRUSETTA Cape, is the easternmost point of the bay of Marseilles, on the coast of France in the Mediterranean, from which to Larita Point is E. S. E. 7 leagues. This has been noticed before, under the name of Croiëtte.

CRUX Haven, a port of the river Elbe, from which the packet-boats now sail from Germany to England.

St. CRUX River, on the W. coast of Africa, is S. E. by E. 7 or 8 leagues from Cape Geer, having the Moors Castle on a very high land 5 or 6 miles to the N. of it. A range of rocks runs off into the sea about a gun-shot, but all the rest of the coast is clear. To anchor here, run into the bay till the Moors Castle bears N. and the Christian or European Warehouses N. E. a ship will then be to the southward of these rocks, in 7 or 8 fathoms. When Cape Geer bears N. W. by W. that is the very best station in the road; and ships in summer may come so near the shore as from 6 to 7 fathoms, but in winter they must keep at a greater distance.

To come in here from Cape Geer, run along by the land of the cape till abreast of the castle nearly, because the northerly winds blow trade here; and if a ship gets too far from the shore, she will have to work up again from the N. E. and N. N. E. to recover the shore. Come no nearer by night than into 12 or 14 fathoms.

All the anchors must be ready to drop in an instant, by all ships coming to anchor here. The small bower must be laid before the land wind, and the other anchors to seaward; the sheet anchor must also be brought out to the S. W. against a storm, which frequently happens here, but is foreseen before it comes by the swelling and rising of the sea. The foresail also must be kept to the yard, to be ready to put to sea if the ship should be forced from her anchors. See **Cape GEER**.

Cape CRUZ, is a projecting point on the

the S. side of the island of Cuba in the West Indies, and very nearly N. from Point Negril or the W. point of the island of Jamaica. It is situated in lat. 19 deg. 42 min. N. and long. 77 deg. 57 min. W. It is very high land, and steep on the part next to the sea; and there runs out from it a shoal far S. into the sea, of which care must be taken to avoid it.

CRUZ or CROIX Island, one of the Caribbee Islands in the West-Indies, 8 leagues to the S. E. from Porto Rico, in lat. 19 deg. 42 min. N. and long. 77 deg. 57 min. W. It is of a triangular shape, about 8 or 9 leagues in length and 2 in breadth, being flat, and but badly watered. There is a large bay on the N. side of it, in the middle of which is a small island; and on the W. side of this bay is the Governor's house. Christianstad, on that side of the island, is the principal harbour on that coast; and Frederickstad on the W. side.

Santa CRUZ, on the N. coast of the island of Cuba, and 21 leagues E. from the Havannah, has a very good harbour at the bottom of the bay of Matanzas or Murder, which was so named because the natives here murdered some Spaniards.

St. CRUZ, on the S. side of the island of Madeira, has a good road before the town in 20 fathoms; but Funchial is the principal port and road of this island.

Santa CRUZ Road, in the island of Teneriffe, one of the Canary Islands, is on the S. E. side of the island, and the most frequented port of it. For shelter, extent, and goodness of its ground, it far exceeds all the other roads of the island; but it is entirely open to the S. and S. E. winds, though these indeed are seldom of any long continuance. The bottom is a fine sand and ooze; and when Point Nago or the E. point of the road bears at N. 64 deg. E. St. Francis's church, which has a remarkably high steeple, at W. S. W. the Pic S. 65 deg. W. and the S. W. point of the road, on which is a fort or castle, S. 39 deg. W. then will there be 23 fathoms at half a mile from shore. The road will come open when the Pic is brought to bear due W. Ships with good anchors and cables are safe here in all weathers; and there is a mole in the middle of the port for convenience of landing. Between the mole and the town is St. Philip's fort, and near it a steep rocky den or valley, which begins at the sea shore, and runs far in land. The sea breeze here generally sets in about 10 in

the morning, on the E. and N. sides of the island, and continues till 5 or 6 in the evening. From that time the land wind blows till 7 or 8 in the morning, and is succeeded by a calm of 2 or 3 hours, when the sea breeze again commences. Its lat. is 28 deg. 27 min. N. and long. 16 deg. 16 min. W.

Santa CRUZ is the name also for the chief port of the island of Palma, another of the Canary Islands, to the N. W. from Teneriffe Island, which is in like manner on the S. E. side. The port has a mole, and a battery near it; and in the middle of the town is a reservoir, which is well supplied with good water.

Santa CRUZ Island, is the easternmost of two small islands thwart the mouth or entrance into the river Janeiro on the coast of Brazil. A very narrow and impassable channel only separates it from the main. The main entrance into the river is between the two islands; but this is enclosed by one general fortification, and called the Fortrels of St. Cruz. Some charts lay it down as joined to and making part of the land, and call it Santa Cruz Point. There is a depth of 20 fathoms almost close under it, but there is in one place no more than 8 fathoms a little without the point, and the depth also varies within from 15 or 16 to 8 fathoms. See *Rio JANEIRO*.

Santa CRUZ River, on the coast of Patagonia, is to the N. of the River Galegos and Cape Fairweather; the lat. of its N. point being 51 deg. 3 min. S. and of the S. point 51 deg. 9 min. S. the long. of both being 68 deg. 25 min. W.

Santa CRUZ Island, so called by the Spaniards, is the Egmont Island of our English navigators, in about 11 deg. S. and 165 deg. E. See *EGMONT*.

Vera CRUZ, on the W. side of the gulf of Mexico, is the grand port of Spain on that side of the isthmus of the two continents, and has a harbour which is capable of containing between 30 and 40 ships. But it is sometimes exposed to terrible accidents from the fury of the N. E. winds. It is a place of astonishing commerce, being the natural centre of all the Spanish American treasure, to which the produce of the Manillas or Philippine Islands is conveyed over land from Acapulco. Yet the situation is extremely unhealthy, especially in the rainy season from April to November. It is situated in lat. 19 deg. 10 min. N. and long. 95 10 min. W. It is about S. W. by W. half

half W. from Trieste in the gulf of Cambray, 106 leagues. Having got the length of the Cabestes, (see *CABESTES*) steer away S. W. by S. and S. W. to Branco Island, which leave on the starboard, and run in for the main with the same course, in about 7 fathoms. St. John de Ulloa will then be seen about 3 miles and a half off, where pilots may be had. But to go directly to Vera Cruz leave all the shoals on the E. of St. John on the larboard side, keeping in 17 fathoms at least; then luff round the Gallego Sand, and go on that way to the road, where a ship may be moored under the castle-wall in 5 fathoms and good ground. It must not be unnoticed, that the current sets very violently to the N. along this coast, as far as to 27 deg. of N. lat. where it turns eastward for the W. coast of Florida.

Vera Cruz, a port of St. Philip and Jago Bay, in lat. 14 deg. 56 min. S. and long. 167 deg. 13 min. E. It is in the island of Tierra del Espirito Santo, which is the largest of the New Hebrides; for which see *JAGO* and *ESPIRITO SANTO*. The tide rises here about 4 or 5 feet, and the river at the head of the port appears to be pretty broad and deep within. It is observable here, that grass and other plants will grow to the very line of high-water mark; which is not only a rule to expect good anchorage, but a proof that a great surf very seldom sets upon the shore.

Sierrillo de CRUZE, or the little Hill of the Cross, a mark for sailing into the harbour of Manta, on the coast of Peru, in the Pacific Ocean.

CRUDE Bay, is a bay of the British Channel, on the N. coast of Devon, having Bag or Boggy Point on the W. and Mort Point on the E. and is so named from a village at the bottom of it.

CRYLL, on the E. coast of Scotland, is one of those small havens between Fifeness and Ellness, to the S. W. by W. which is dry at low water. This is but a shallow haven, and only fit for small ships. The Entser, Pattenween, St. Minins, and Elle, are within this small interval of only three leagues. They have all stone piers, which must be left on the starboard by ships going into them.

CUAMA River, on the E. coast of Africa, is the largest river in that part of the country, and has several mouths. Off the river Camala, and the boccas or

mouths of this river, the shoal that runs off from Cape Corientes, for more than 400 miles to the N. N. E. or thereabouts, is from 15 to 17 leagues broad; which breadth continues as far as the northernmost opening of the river, in lat. 19 deg. S. to 17 deg. and a half. Strictly it is said to be in lat. 18 deg. 14 min. S. and long. 36 deg. 5 min. E.

CUBA Island, is a very large and extensive island of the West Indies, being more than 800 miles in length from E. to W. and about 70 in breadth, for the most part from N. to S. situated between 20 deg. and 23 deg. 12 min. of N. lat. and from 74 to 85 deg. of W. long. It is about 19 leagues W. from Hispaniola or St. Domingo Island, 25 N. from Jamaica, and about 41 S. from the coast of Florida. It possesses many very convenient harbours, and particularly one on the S. E. part of the island. The town of St. Jago, at the S. E. part of the island, is usually considered as the capital; but the Havannah, on the N. W. is much more considerable both for its trade, and as the annual rendezvous of the Spanish galleons on their return to Europe. Between the N. coast of this island and the S. cape of Florida, the current runs eastward with great rapidity; from which cape it turns round to the N. through the gulf of Florida or straits of Bahama.

CUBAGUA Island, near the coast of Terra Firma on the Spanish Main, between it and the island of Margareta, in lat. 10 deg. 25 min. N. and long. 64 deg. 20 min. W. Its length is about 9 miles, and it has a pearl fishery, which produces a good quantity, but not of the largest size.

CUBB's Islands, are situate in Hudson's Bay, in the northern part of N. America, in lat. 54 deg. 15 min. N. and long. 82 deg. 34 min. W.

CUCKOLD's Head, is a bare round hill on the E. coast of Newfoundland, which makes at sea like a haycock, near the S. point of the entrance into Kitty Vitty or Quiddy Vidy, and to the northward of St. John's about a mile. It is mentioned that ships may not attempt it, because, though it looks fair for as good a harbour as St. John's, it has no entrance on approaching it for any thing but small boats; and may be known by attending to this situation of this hill.

CUDDALORE, is a town of India, on the coast of Coromandel, near the place where

where formerly stood Fort St. David. It is in lat. 11 deg. 41 min. N. and long. 79 deg. 45 min. E.

CUDDEN Point, on the E. side of Mount's Bay in Cornwall, is a projecting point of land near a league to the eastward from Mount St. Michael.

CUJA Islands, on the W. coast of Africa, are N. W. from Point Bostas, See **BOSTAS**, and **ILLGETOS**.

CUJANA, on the E. coast of South America See **CAJAN**, **CAJANA**, or **CAYENNE**. It lies W. N. W. from the river Caurora. To run in between the islands called the Mother and Daughters and the Constables Islands, ships must not stand right through from the sea with the opening, but keep two or three points at least more northerly; for a strong current sets in here from the westward between those islands and the main, which, without this caution, will drive ships ashore upon some of them, or oblige them to run too far towards the main to avoid them, and endanger the going ashore upon this island of Cajana or Cujana. Sometimes all the caution which can be used will but just be sufficient to make good the course, which ought to be in the midway between the islands in 4, 5, or 6 fathoms. It is high water here at six o'clock on full and change days.

Grand CUL DE SAC, in the island of St. Lucia, in the West Indies, is on the W. side, to the southward of **CARENAGE** Bay, which see.

CUL de Sac Marin, in the island of Martinique or Martinico, is at the S. end of the island; but runs in to the N. E. so as to form several bays, and one irregular peninsula at the S. E. end of the island, connected by a narrow isthmus only with the rest of the island. The opening is about N. by E. from the N. end of St. Lucia Island.

CULLERCOATS Haven, on the coast of Northumberland, is a small artificial haven, which has been made for the sole purpose of loading coals and salt. It is about a mile to the N. from Tinnmouth, and is a tide haven, into the entrance of which ships are directed among several rocks by beacons. It is only used by those who come to load here from the adjoining collieries; and as it is private property, it is consequently useless to all other persons.

CULLORA, is a small port on the coast of Spain in the Mediterranean, between

Denia and Grao or Valentia. It is frequently called Coulibre; under which head it has been already treated of. See **COULIBRE**.

CULMORE Castle, is the W. point of the entrance of the river of Londonderry, on the N. part of Ireland. To sail to it from the road within the mouth of the harbour or lake of Lough Foyle, keep the W. shore on board, to prevent falling into a small swatch or channel on the larboard side, which has often been mistaken for the true channel, and to sail up to the point. See **LONDONDERRY**, and **LOUGH FOYLE**.

CULPE River, in the river Hughly, at the bottom of Bengal Bay, in the East Indies, is below Jessore River. See **JESSORE**.

CULVER Cliff, sometimes called Swan Cliff, at the S. E. corner of the Isle of Wight. It is very high, white, and steep, and about 2 miles from the point of Bembridge, at the E. end of the island, and is an excellent mark for ships that are approaching towards that part of it, either for St. Helen's, Spithead, or Portsmouth Harbour. When this cliff is hid behind the N. E. point of the island, it is a mark to know that a ship is within Bembridge Ledge. It is about 4 or 5 leagues at W. half N. from the sand called the **OWERS**, which see.

Cape CUMA, is a very remarkable point on the coast of Brazil, to the S. E. about 9 leagues from the island and river of Para, of which coast it is the eastern limit, as well as the western boundary of the great gulf of Maranhao. It is situated in about 2 deg. of S. lat. and on the W. bank of the river of Maranhao; from which to Cape des Arbres Sec, or Cape of Dry Trees, it is 15 leagues eastward across the gulf.

Point CUMA, is on the coast of Italy, to the N. of the projecting land or western limit of the gulf of Naples. To the northward of it is a clear coast, all low land, excepting a projecting point, with a watch-tower on it, at 8 or 9 miles distance, on the N. side of the opening of a river, which there falls into the ocean.

CUMANA, on the N. coast of S. America, sometimes called **COMANA**, which see. Within it is the Gulf of Curicco and the River Cuno, which some, as they run one into the other, call by the general name of Cumana, making it to run 40 leagues within land.

In

In a more limited view, it is about 12 or 13 leagues within; and good ships may go in as far as the town of Cumana, in a sufficient depth, nor do we know that there are any dangers either in going in or coming out, but what are visible. Some of our authorities make this to be distinct from Comana, and place it in lat. 9 deg. 46 min. N. and long. 63 deg. 35 min. W.

CUMANAGATE, is a small town in a bay on the coast of Terra Firma, situated on a low flat shore, which abounds with oysters that produce pearls.

CUMARO Islands, near Madagascar. See COMARO.

CUMBAVA Island, is to the E. from Bali Island, at the E. end of Java, and about S. by W. from the S. end of the island of Celebes. The Pater-nosters Islands lie directly on the N. of it. The S. side of it is, however, very little known, and is of a very irregular shape, almost like that of a horse-shoe, with a narrow inlet of the sea from the W. The lat. is 9 deg. 21 min. N. and long. 118 deg. 15 min. E.

CUMBERLAND Bay, in the most northerly part of North America, having its mouth under the Polar Circle. It runs towards the N. W. and has been thought to communicate on the N. with Baffin's Bay. There are several small islands in it, called Cumberland Islands; and the bay is not known by this name except by the English. Its lat. is 66 deg. 40 min. N. and long. 65 deg. 20 min. W.

CUMBERLAND Bay, is a pretty large bay of S. Georgia so called, extending from Cape Saunders on the W. to Cape George on the E. but in the direction of S. E. by E.

CUMBERLAND Bay, in the island of Juan Fernandez in the S. Pacific Ocean, and on the N. E. side of it, is in lat. 33 deg. 40 min. S. and about 100 leagues W. from Chili. See FERNANDEZ.

CUMBERLAND Cape, the N. W. point of St. Philip and Jago Bay, on the island of Espirito Santo, one of the New Hebrides. It is in lat. 14 deg. 39 min. S. and long. 166 deg. 47 min. E. It is also the extreme N. W. point of all the groupe of islands so called.

CUMBERLEND Cape, is on the N. E. side of that irregular track of land, now known by the name of Kerguelen's Land, not far from Christmas Harbour. It lies to the S. E. from Cape François, the

most northerly point; and for the lat. and long. see CHRISTMAS Harbour.

CUMBERLAND Harbour, in the S. E. part of the island of Cuba in the West Indies, is one of the finest in the West Indies, and capable of sheltering any number of ships from hurricanes. It is about 20 leagues E. from St. Jago, having thick woods on shore most of the road between them; and is situated in a wholesome country, which abounds with provisions, and has a fine fresh water river. The lat. is 20 deg. 30 min. N. and long. 76 deg. 50 min. W.

CUMBERLAND Island, is on the N. side of Cumberland Straits, nearly under the Polar Circle, the most southerly point of which, called the Cape of God's Mercy, is in lat. 66 deg. N. This island is a part of the coast which forms the W. side of Davis's Straits. It has otherwise been laid down in lat. 68 deg. N. and long. 62 deg. 30 min. W.

CUMBERLAND Island, on the coast of Georgia in North America, is about seven leagues S. from Frederica, on which are two forts; that on the S. end commands the inlet into Amelia Sound, and is strongly palisadoed, having within it some fine springs of water, and large store-houses for magazines of ammunition and provisions.

CUMBERLAND Island, in the South Pacific Ocean, is in lat. 19 deg. 18 min. S. and long. 140 deg. 36 min. W. It is a low island, about the size of Queen Charlotte's Island, and the variation here is 7 deg. 10 min. E.

CUMBERLAND Islands, a groupe of islands off the N. E. coast of New Holland, beginning on the S. nearly opposite to Cape Conway on the main, in lat. 20 deg. 36 min. S. and long. 148 deg. 32 min. E. The channel to the northward between them is called Whitsunday Passage. The whole of these may be deemed to form one safe and compleat harbour, exclusive of the several bays and coves on each side. Both these islands and the main are high land.

CUMBERLAND Straits, lie on the N. E. side of the island of Good Fortune; which have been mentioned already under Cumberland Islands.

CUMBRAY's Islands, are two small islands, the greater and lesser, near the island of Bute in Scotland, on the E. side of it, within the Frith of Clyde. The GREATER Cumbrey has excellent freestone quarries upon it, with the ruins

of an ancient cathedral; and on the LESSER Cumbray there is a light-house.

CUMMIN Island, in the Chinese Ocean, is in lat. 31 deg. 40 min. N. and long. 121 deg. 4 min. E.

Tristão de CUNHA Island, is in lat. 37 deg. 10 min. S. and in long. 13 deg. 25 min. W. in the middle of the S. Atlantic Ocean.

CUNO River, on the N. coast of S. America. See CUMANA.

CUPIA Cape, on the N. coast of Africa, in the Mediterranean, is 8 leagues S. on the E. side from Cape Bona; and from hence to Cape Sufa it is 22 leagues to S. S. W.

CUPID'S Cove, on the E. coast of Newfoundland is 4 miles to the S. S. W. from Sheep's Cove, both of which are within the limits of Port Grave. It is a small place, but has good riding for one ship or two at a time, and is on the opposite side of the port to Sheep's Cove. This cove bears in to the S. W. though the S. side of the bay, as far as to Burnt Head, lies N. E. by E. and S. W. by W. about a league; and the head of the bay of Port Grave lies up S. S. W. 3 leagues within the land.

CURACAO, CURACOA, or CURASSOU Island, is an island of the smaller Antilles, nearly opposite to Coro or Venezuela Gulf, on the N. coast of S. America. It is situated in lat. 11 deg. 56 min. N. and long. 68 deg. 20 min. W. and about W. by N. or W. N. W. from the Island of Bon Ayre or Bonaire, from whence it may be seen in clear weather, though it is 8 leagues distant. Its length is about 15 leagues, and its circumference about 40, its breadth being 4 or a little more. It has a good harbour on the S. side near the W. extremity, called Santa Barbara; but its principal port is about 3 leagues from the S. E. end on the N. side of the island at St. Joris's Bay. It has another good bay on the W. near the middle of the island, called St. Martha's Bay; and Bay St. Ann, near the S. W. end, which is defended by Fort Amsterdam. Their principal port and harbour was formerly never without ships from Carthage and Portobello, sent to buy negroes and European goods; but the English at Jamaica have pretty much engrossed that trade since. To know this island at a distance, observe a high hill at its E. end, which has, on coming to it that way, another hill not so high lying close to it. There is also a small low island stretching out towards the shore at a league dis-

tance from the E. end of the main island, of which low island take great care, in attempting to make the port in the night, in which case a ship must lie to, so that she may be ready to run directly in from the mouth of the bay with the beginning of the day.

It is necessary to be thus particular in our directions, to avoid falling to leeward; because if a ship should miss the E. end of the island, and fall past the port, it will be very difficult to fetch it up again, as the current always sets very strong to the westward on all this coast, and especially at this island. The Island of Aruba or Aroba, is about W. by S. from it, and 8 or 9 leagues from Cape Romano.

CURAOMA Cape and Headland is 18 leagues N. E. from Petocalmo, having Salinas Port between about 6 leagues to the S. W. It is on the coast of Chili in the S. Pacific Ocean. It is the S. point of the Port of Valparaiso, from which it is only 2 leagues distant at N. E. by E. See VALPARAISO.

Cape CURCO, on the coast of Carmania, on the N. shore of the Levant Sea, is about N. by W. or N. N. W. from the E. end of Cyprus Island. It is a projecting point of land, which tapers off narrow, in which respect it differs from Cape Cavalor to the W. of it on the same coast. It has an island also on the E. side like that, but none on the W. and it is the more necessary to attend to this particularly, because it has a shoal runs off to sea directly S. which makes it an object of importance to give it a good birth. In doing this, the shape of the point will be fully seen, to be different from the other; and as the other has a port on its E. side, which this has not, it is on that account essential that seamen who come on that coast should regard these directions.

CURIA Maria Islands, on the S. E. coast of Arabia, off the mouth of a river which falls into the Arabian Sea, or Indian Ocean, in lat. 17 deg. N. and about 55 deg. 25 min. of E. long.

CURICCO. See CUMANA.

CURRATACK or CURRITACK, is a port town of North Carolina, on an island which has a custom-house and collector, the sound of its name being a little to the S. of it. See the next article.

CURRATACK or CURRITACK Sound, on the coast of North Carolina, in N. America, is entered to the S. of Hermitage

mitage Island, in lat. 36 deg. 24 min. N. running along, when within, either to the N. behind Hermitage Island and the Peninsula of Curratack, which comes S. to the entrance N. of this island, or southward behind a very long and narrow island, as far as the mouth of Albemarle Sound from the W. at the opening of the Roanoke River.

CURRENTS, from the lat. of the Cape de Verd Islands southward to the equinoctial.---It has been observed that in this run, if a ship does not make more than 4 or 5 deg. of easting from these islands at the equinoctial, or if she crosses the line in or to the westward of the meridian of St. Jago, she will be from 3 to 4 deg. to the westward of her reckoning, before she will get so far as 10 deg. to the S. of the line. On the other hand, if she keeps well to the E. so as to cross the line from 15 to 20 deg. E. of the meridian of St. Jago, she will be as much out of her reckoning the contrary way to the eastward of it, in 10 deg. of S. lat. And the more she keeps towards the E. the error in proportion will be the greater. It is from this cause, that some India ships have found themselves upon the coast of Angola, when by their reckoning they thought themselves to be 200 leagues distant.

In the long. of 26 deg. 16 min. W. upon the line, it is found that a current sets N. by E. half a knot an hour, and continues nearly so for a month's sail or more to the northward. It afterwards begins to set to the southward of W.

In the long. of 9 deg. 25 min. W. and only 0 deg. 52 min. N. lat. a current has also been found to set N. E. one-third of a knot an hour, making an error in reckoning from St. Jago of 3 deg. more to the E. than by account. After crossing the line, the S. E. trade wind seems to set the current westward, as a ship will then outstrip her reckoning. Perhaps these currents have been the less attended to, because in this track they commonly balance each other to the Cape of Good Hope.

CURSOLIERS, is a small island of Greece, in the Gulf of Patras, formerly known by the name of Echanades.

CURTOIS Bank, on the N. coast of France, in the English channel, is half a league to the northward of the Barbotes. On this bank are many rocks, of which some appear dry at low water, and others do not. When a ship is near 2 miles

within the Island of St. Bieu, and has it under the Abbey of Beauport, she will be upon the Curtois bank. The Island Briack or Brehat is N. W. from this bank to the northward from Pompoul.

CURZOLA Island, in the Gulf of Venice, and on the coast of Dalmatia, and probably the same with CORSIOLA, which see.

CUTCH Bay, on the N. W. coast of India, is on the S. E. side of the principality so called, and is an arm of the sea of more than 13 leagues over. From Monnoro, one of the 4 ports of Cutch, which is 30 miles from its capital city of Budge, it is 260 miles over land to Surat. They have here a clear and serene air from September till May; and though it is dense for the rest of the year, it is far from being unhealthy. The reason of this temperature may be ascribed to this, that as soon as the sun begins to approach their zenith, they have constantly strong gales of wind from the sea at S. W. that serve greatly to qualify the heat. The sky about May begins to be covered frequently with thick clouds, and the rains, which are seldom heavy, begin about Midsummer. Besides this, they have also frequent showers in Winter, that serve to refresh the wheat, and to produce grass. It is about N. W. or N. N. W. from Bombay.

CUTLER Sand, is a small sand which lies off from Baudley Cliff on the coast of Suffolk about a mile, on which there is but 6 feet at low water, and 2 fathoms between it and the cliff. Come no nearer to the Cutler than 5 fathoms or 5 and a half; and the mark to avoid it, is to have the S. W. land open of the Naze land or point. Or, having passed the Whiting keep Harwich steeple just open of Fetto Cliff, and that will bring a ship past the Cutler.

CUXINE. See CASSINE.

CYCARAHOERIC, a small place on the Coromandel coast of India, is 8 leagues N. by W. from Pullacat, off which a large and long reef of sand runs out to sea as well as along shore, both longer and more extensive than that of Monnoes. From the N. end of this sand or reef, with a wide channel between, there begins another, which is rather a large bank of sand than a reef; this stretches out to the length of 10 leagues, being in breadth from 3 leagues to 3 and a half in some places, and having only 9 or at most 12 feet water upon it. Hence it is that

that great ships must not come near it. In this channel between the sea and these land reefs, a great ship may go through in 3 fathoms and a half or 4 fathoms; but to go on northward between the great bank and the main, borrow of the latter, and keep the lead constantly going, as the reef is very uncertain, being sometimes very steep, and in other places very flat. But it is the safest way to go without the reefs and come into particular places through the channels of those reefs; ships, however, ought not to go farther off than 9 fathoms, but keep the reef on board in that depth, so that if they should get into 12 fathoms, it is advisable to edge in again, on account of the currents.

CYCLADES Islands, in the Archipelago, are those islands which surround the Island of Delos, and by the accession of new dependencies, which contributed to the revenues of the temple of Delos, it came to include under this general name all the small islands of the Archipelago or Ægean Seas, called Sporades, or scattered islands.

CYPARISSON. See **ARCADIA**.

CYPRIAN Bay, on the N. coast of Spain, is to the W. of Cape Brilo or Bourel, which is about 6 leagues to the N. W. from Ribadues. It has a small town on the W. side of it, where there is anchorage in 9 or 10 fathoms; and to the westward of the bay are two great high rocks. About half a league to the W. N. W. from those rocks is the Island of St. Cyprian, right before the Haven of Viverus. This island is 9 leagues E. S. E. from Cape Ortegál.

CYPRIAN Island, for which see the last article, is a mark to point out the Haven of Viverus, into which ships may sail on either side of it.

CYPRUS Island, is in the eastern part of the Mediterranean, about 150 miles in length, and 70 in breadth. This island is about 25 leagues to the S. from the coast of Caramania or Cilicia, and about 12 leagues W. from the coast of Syria. It lies between the lat. of 34 deg. 35 min. and 35 deg. 40 min. N. and between the long. of 33 deg. 4 min. and 35 deg. 8 min. E. One of the three mountains called Olympus is in this island; and its only springs or rivers are those which are produced from rain. From Cape Grega in this island to the S. point of Scanderoon Bay, heretofore called Alexandretta, it is 37 leagues

N. E. but from Cape St. Andrew at the N. E. extremity, it is only 21 leagues. But to sail from hence for Tripoli, or rather from Cape Grega at the S. E. extremity, the strong Levant Current to the northward along the E. coast must be taken into account; it will therefore be necessary to keep very much to the southward, because if a ship does not borrow well upon the S. she will run a great hazard of losing her port, and consequently her passage, from the extreme difficulty of recovering it, after being forced to the northward. See **TRIPOLI**.

D.

DABAL or **DABUL**, is a port town of Decan, on the W. coast of the Peninsula of India, situated at the mouth of the River Kalewacko, sometimes called Helevaro. It is about 20 leagues to the N. W. from Rajapour, in lat. 18 deg. 24 min. N. and long. 73 deg. 33 min. E. It is only 8 miles distant from Chaul.

DACA, or **DACCA**, is a city of Bengal, in the E. Indies, situated on an island of the broadest and most eastern mouth of the Ganges, 130 miles E. of Hughley. It is in lat. 23 deg. 36 min. N. and long. 89 deg. 27 min. E.

DAFAR, or **DOFAR**, is a town of Arabia on the coast of the sea of that name, on a bay which has its denomination from the place. It is situated in lat. 16 deg. 30 min. N. and long. 53 deg. 25 min. E.

DAGERORT, **DAGERWORT**, or **DAGHO** Island, is towards the N. E. extremity of the Baltic, in lat. 58 deg. 53 min. N. and long. 22 deg. 36 min. E. The principal place of the island which has the same name, is about 25 or 26 leagues S. W. from Revel, on the coast of Livonia, on the S. coast of the Gulf of Finland. This island is of a triangular form, on which is a great high steeple or tower that was built by the magistrates of Revel, to give notice to the ships belonging to their port, to keep off from its shoals; this can be seen to a great distance at sea on every side. The W. point of the island has the name of Dagerort

Dagerort, as well from the name of the island as from the tower which stands there. The N. point is called Syburgh Nefs, and is 7 leagues about E. N. E. from the other; but there is about midway between them a long flat shoal running out into the sea for 5 leagues or more to the N. W. on which there is only from 3 to 7 fathoms, after which it deepens till it is lost.

It is of more importance to note a great sunken rock at 3 leagues to the N. and N. E. from the high tower, as it has only 10 feet water upon it, though there is 5 fathoms very near to it. Ships may anchor at Syburgh Nefs, betwixt the two points of it, in from 4 to 6 fathoms, where there is a clean hard sand, and a fair strand between, though a reef runs off from each point. There is also a very small shoal, with but 2 fathoms water upon it, a little to the westward of the westernmost point.

DAGO, or DAGHO, is an island in the Baltic, on the coast of Livonia, between the town of Riga, at the mouth of the River Dioma, and the point of the entrance to the Gulf of Finland. It is 20 miles in circumference, and contains two castles, known by the names of Dagerwort and Paden. See the preceding article.

DAHL River, is the finest river of Sweden, which flows through Dalecarlia and Geftricia, and falls into the Gulf of Bothnia to the eastward of Gefle. There is a celebrated cataract on this River.

Islands DAHLAC, on the coast of Arabia, in the Arabian Sea, are situated in lat. 15 deg. 30 min. N. and long. 39 deg. 45 min. E.

DAHLAK. See DALACA.

DAINS Island, is in the Bay of Galway, on the N. W. coast of Ireland, between which and Eddy Island, and to the E. of Black Head, is a good road on the S. side. It flows so much water here, that ships sail over many rocks at high water, which are bare when the tide is out.

DAJOU Point, or TAGOU, on the W. coast of Africa, is E. by N. 5 leagues from Cormantine. English seamen call it Tagu, and to the point under it to the E. they give the name of Rough Point, because it is craggy and full of rocks and bushes. The road is chiefly used by fishermen. Amissen or Miffren Corner is between Cormantine

and this point, where a river comes in, that admits only canoes, neither can any ships ride in the mouth of it. See AMISSEN.

DALACA Island is an island of the Red Sea, over against the coast of Abex; and is about 24 leagues in length, and 5 in breadth, in lat. 15 deg. 50 min. N. and long. 41 deg. 44 min. E. It is sometimes called Dahlak.

DALE Road is under the N. shore of Milford Haven, just on the larboard within the Block House at the entrance. Here a ship may lie land-locked in 3 fathoms at low water, at a little distance from the shore.

DALECARLIA River, in Sweden, in the district or province known by that name, rises in the mountains which separate Sweden from Norway, and runs from N. W. to S. E. into the Gulf of Bothnia.

DALKEITH, a town of Scotland, about 2 leagues to the S. E. from the city of Edinburgh, in lat. 55 deg. 54 min. N. and long. 3 deg. 12 min. W.

DALKEY Island, is a small island that lies off from the point called Dalkey Point, which is the S. limit of the Bay of Dublin. There is a narrow passage or channel between the island and the point, called Dalkey Sound, having from 7 to 9 fathoms water; on any side of which there is good anchorage, either by the island or main. As the current is strong, and the passage narrow, ships are sometimes moored athwart from a round rock near the main to the island; and they are often moored fast to the rock itself. Winds from the S. S. E. and S. E. blow right in; but it is so narrow that there never can go any great sea. The small island of Muggel also lies off from Dalkey, between which there is likewise a small narrow channel, and 5 or 6 fathoms water, but the ground is not good. Muggel or Mughal is sometimes called little Dalkey; and the sound between Dalkey Island and the main is frequently named the South Dalkey, which lies through due N. and S. From this island of Dalkey the shore trends away to N. W. by W. past the village so called; off which, in 8 or 9 fathoms, but the nearer the island the deeper, there is some shelter from a S. W. wind, but open to a wind that comes more easterly. This is called Berton Road; and to the W. of the village the ground is foul and sharp.

Between

Between this island of Dalkey on the N. and the Tuskar Rocks to the E. of Carnaroot Point on the S. is a chain of sands or banks along the E. coast of Ireland. These are so very steep on the side to seaward or the E. that ships should come no nearer than 24 or 25 fathoms; for there is 20 fathoms close by them. They have but 6 or 8 feet water in some places; but at the N. end near Dalkey there is 2 fathoms and a half and 3 fathoms deep, all stony ground, in the direction of N. by E. and S. by W. At the N. end they lie out as far as 8 miles from land. In going northward without the sands, if bound for Dublin Bay, stand on so far till the little island, called Ireland's Eye, comes without the point of Hoath, when ships may run in without danger over the bar. For other marks, see DUBLIN.

DALLI Point on the W. coast of Africa, is 7 leagues from Refrisco, along shore to the eastward; the course lies in 3 fathoms. About 3 leagues on the W. is a bay; to run into it, keep off in from 16 to 17 fathoms till fully abreast of it, and then run right in. To anchor before Point Dalli, keep a high tree called Arbre de Candia, at E. S. E. and come not nearer the land than 5 fathoms. The road before the point is not fit for large ships, but only for small vessels close to the houses between the cliffs; and these houses will be seen by ships coming from the westward as soon as the shoals are discovered that lie to the southward. For large ships, beware of that shoaly part, and keep to seaward in from 9 to 10 fathoms.

DAM, is a town of the district or state of Groningen in the Low Countries, situated on the River Damster, about a league from the sea, and 5 leagues to the S. W. of Embden, in lat. 53 deg. 22 min. N. and long. 6 deg. 48 min. E.

DAM, a town of Germany, near the Baltic Sea, situated on the River Oder, about 10 miles from Stetin, in lat. 53 deg. 31 min. N. and long. 14 deg. 50 min. E.

DAMA Point, on the W. coast of the island of Sumatra in the East Indies, is in the track from Achen to Priaman; from the former of which, to avoid the coast which is full of islands, rocks, and shoals, besides long calms and fierce currents, especially between the islands and main, it is probably best to run out W.

and then about this point S. S. W. and after that to keep off to sea into 3 deg. of N. lat. being from 35 to 40 leagues at least W. from the coast. See PRIAMAN.

DAMAN is a port town of Cambaya or Guzurat, 28 leagues to the S. of Surat, on the W. coast of the peninsula of India. It is situated at the mouth of a river of the same name, in lat. 20 deg. 20 min. N. and long. 72 deg. 2 min. E.

DAMAUN, is a sea port town of the decan of Hindostan, at the S. entrance of the gulf of Cambaya, and about 17 leagues to the E. of Surat. It is situated in lat. 20 deg. 10 min. N. and long. 72 deg. 25 min. E. We are doubtful whether this is not the same with the preceding article.

DAMIATA or DAMIETTA, is a port town of Egypt in Africa, on the eastern shore of the E. branch of the River Nile, at the distance of near 2 leagues from the sea, in lat. 31 deg. 15 min. N. and long. 31 deg. 50 min. E. This was anciently called PELUSIUM; which has two high towers that may be seen far off at sea, and that serve to know it by. It lies open to the sea; and the swelling of the River Nile causes very high water there. Before it there is good anchorage at a great distance off, and to the E. and W. the ground is hard; but the mud that is brought down by the waters of the Nile into the sea causes it to be somewhat soft just at the town. From hence to Cape Brull it is 11 miles to the W. N. W. northerly, the coast between being very low land with abundance of trees; but it is good sandy ground off at sea, especially when the freshes of the Nile are not great. This coast appears at first like several islands out at sea, which, on approaching nearer, are found to be patches and clusters of trees. There are two hills to the W. of Damietta, which appear like two red stony cliffs, and serve as guides to this port; and there are also two great mountains about midway, or rather better, towards Cape Brule, which further assist in determining the part of the coast where they are situated. All along the coast, and a great way out to sea, it is even ground and shoal water, and ships may anchor any where near the shore in 6 or 7 fathoms.

DAMSTER River, is a small river of Groningen, the most northerly of the parts of the Low Countries, which falls into

into the Ems at Delfzyl, to the W. a little northerly from the Dollart Sea. It has the names also of Fivel and Amsteldiep.

DANDA River, on the southern coast of Africa, is about 8 leagues N. W. from the River Bengo to its S. point. The land is low, and the shore steep. To the S. S. W. from the Danda is St. Paul's Island, whither a S. by W. wind will carry a ship, if it does not overblow; but if it does, she must run into Bengo Bay, into 10 fathoms, but go no nearer the shore at night, because the land-breeze will serve next morning to go into Loango, or St. Paul's Island. If a ship comes to the bay in the night, and the place is not well known, keep sounding on the S. shore, on which side she may stand in as near as may be advisable, where it is a safe, sandy, good ground. For the island see **LOANGO Island** and **St. PAUL's**.

DANDACA Bay, on the W. side of the Crimea or Crim, is in lat. 45 deg. 14 min. N. and long. 34 deg. 6 min. E. It has the Promontory or Pharos of Eski to the W. S. W. in lat. 45 deg. 16 min. N. and long. 33 deg. 49 min. E. and to the S. E. is a bay, of which the eastern point is in lat. 45 deg. 6 min. N. and long. 34 deg. 16 min. E.

DANE's Hill, on the western coast of Africa is but 1 mile to the eastward from Cape Corfe, or Cape Coast Castle, to which Cape it forms the principal fort.

Islands of DANGER, supposed to be a part of the groupe called Solomon's Islands, are to the W. N. W. of a reef of rocks in lat. 10 deg. 15 min. S. and long. 169 deg. 28 min. W. at the distance of 9 leagues. These were seen by Commodore, afterwards Admiral Byron, in 1765, and appeared to be full of people; but the islands were so surrounded in every direction by rocks and breakers, that he did not attempt to land.

Point DANGER, on the E. coast of New Holland, is in lat. 28 deg. 8 min. S. and its long. about 153 deg. 30 min. E. from which breakers stretch off 2 leagues to the E. to be avoided by all ships passing this way, and from them in the direction of S. W. by W. in lat. 28 deg. 22 min. is a remarkable sharp peaked mountain within land about 7 or 8 leagues, by which and by a small island under the point, the situation is known. Round this mount, called Mount Warning to denote approaching hazard, the

land is high and hilly, and is thereby known from every other object; but to the N. W. and N. of the point the land is low.

DANHOLM Island is to the E. of the passage of Straelsund or Sound, where there is a fort, being scarce a mile long and little more than half a mile broad. See **RUGEN Island**, and **STRAEL SOUND**.

DANTZIC or DANZIG, is a considerable trading city, situated on the W. shore of the Weichsel or Vistula, and having the little rivers of Radune and Motlau running through it, at the distance of about a mile from the Baltic. It has a fine harbour, and the best commerce of any port in the Baltic. In one year it has been known to export 58,060 lasts of corn, equal to 580,600 quarters. It is 24 leagues S. W. from Königsburg all the way a fair strand, and in lat. 54 deg. 22 min. N. and long. 18 deg. 34 min. E. From the heel, or W. side of the gulf of Dantzic, the course is S. by W. 5 leagues, where ships may anchor before the port in from 10 to 12 fathoms. But to go in, it is necessary to make a signal for a pilot, because the land freshes are continually shifting the sands. See **HEEL**.

DANUBE River, is one of the largest rivers of Europe. It is not our province to particularise its course; we must content ourselves with observing, that in its vast progress it receives 60 rivers, of which most of them are navigable, and near 120 smaller streams. By several mouths or outlets it discharges itself with very great rapidity into the Euxine or Black Sea, in which the current of its waters may be sensibly observed for several miles. It is so broad between Buda and Belgrade, though at the distance of 11 or 12 deg. of longitude, without reckoning its circuitous channel, from its mouths, that both the Turks and Christians have fleets upon it. But there are cataracts upon it both above and below Buda, which prevent its being navigable either way in that part.

DAPAR Island, is one of the Maldives, to the W. of the Peninsula of India, for which see **MALDIVES**.

DARBOULE Point, on the N. coast of France, within the English Channel, is to the N. from Point Hoguette at the E. end of the neck of land on which the town of St. Maloes is the W. point.

Off

Off this point is a chain of rocks or islands, and from hence the coast turns E. to Roteneuf Point.

DARBY Cape, on the N. W. coast of America, is in lat. 64 deg. 21 min. N. and long. 163 deg. W. It is the N. N. W. point of Norton Sound, of which Cape Denbigh or Cape Stephens to the S. W. is the eastern or S. eastern point. The variation of the compass on this coast is 25 deg. 59 min. E.

DARDANELLES, are two noted castles so called, which defend the entrance of the narrow strait called the Hellespont, that is in this place about 2 miles over, though it is in some places more, and in others not so much. The length of the strait is about 11 leagues. Of the manner of sailing through them, particular directions have been already given under the article Constantinople; to which we shall only add here, that one of these stands on the European shore and the other on the side of Asia. The former of these was anciently called Sestos, and the latter Abydos. They are in lat. 40 deg. 16 min. N. and long. 26 deg. 51 min. E.

DAREN is one of the 4 rocky islands to the N. W. of Brehat, on the N. coast of France, off the N. W. point of Brieux Bay; between which and the point there is a channel called the N. E. channel, where ships may ride in from 8 to 12 fathoms. It is all foul and rocky without them.

DARIEN Gulf and Isthmus, is on the N. coast of Terra Firma. This country lies betwixt the two seas; and the isthmus about 20 leagues across is that narrow neck of land which joins N. and S. America together, being sometimes called the isthmus of Darien, and sometimes the isthmus of Panama, from the place so called on the S. side on the Pacific Ocean. There are 3 islands in the gulf of Darien of more especial note, as the Golden Island, the island of Pines, and the Sanballoes Islands. The gulf is in lat. 8 deg. 40 min. and long. 76 deg. 45 min. W.

DARIEN River, is a considerable river for a country in which few are navigable; and, though its depth at the mouth is very disproportionate to its width, it increases in that respect as you advance in it.

DARTMOUTH, is a port town of Devonshire on the English Channel, into which the River Dart discharges its wa-

ters about 10 miles below Totness. The town is on the W. side in the form of an Amphitheatre, being situated on the side of steep hills; and in the harbour 500 sail of ships may ride securely, being landlocked, and defended by three castles besides forts and block-houses. The entrance also is so narrow, that it may be shut up with a chain. Of the history of this chain, an account will be found hereafter under the article FOWEY. It has a large quay, before which there is a spacious street. The tower of the church of the parish at Townstal or Tunstal is on a hill; besides which it is 69 feet high, and makes a good sea mark, and is situated not quite a mile from the town. The hills of this town may be looked for in the channel, when a ship is so far out as to have 45 fathoms. As the passage in or out of this port is very narrow, and, except when the wind blows right in from the S. or right out from the N. very dangerous also, it is customary to have tow-boats, which row very well; these are always ready to come off. Easterly or westerly winds, on account of the high lands on each side, have overflows and calms; and sometimes it blows right in and soon after right out again; these prevent a ship from turning either in or out, by putting her in stays unexpectedly and suddenly.

To sail into Dartmouth from the westward, it is advised to run in by the W. land, and to stretch so far to the eastward till the quay of the town on the E. side of the haven, is on with the middle of the entrance of the haven. Keep so in mid-channel, and after being within the harbour, edge over to the W. side before the Brewhouse, and anchor in 10 or 12 fathoms, or otherwise before the town on the E. side any where.

But there is a sunken rock at the E. end, which must be avoided. To do this, steer in with St. Patrick's Church, that is situated on the W. of the highland, and keep the outermost house of the village on the W. side of the harbour on the E. side of the chapel, so as to be always in sight without the bulk of the N. side by St. Patrick's Church. The white steeple called Tackman, between Dartmouth and the Start, which are 4 leagues asunder at S. W. by S. but nearest to Dartmouth, is a good mark to know it by. The tide of flood thwart of Dartmouth by the land sets N. E. by N. and it is high water a little after 6 at spring

spring tides. It is situated in lat. 30 deg. 27 min. N. and long. 3 deg. 43 min. W. By the late act of parliament, its quota towards raising 20,000 men for the navy, is 394 seamen.

Cape DARUSO, on the N. coast of Africa, is a very little to the E. of S. from the island of Rhodes, in lat. about 31 deg. 5 min. N. and long. 28 deg. 45 min. E.

DASSENS Island, or **ELIZABETH'S Island**, is about 2 leagues and a half from the main, to the S. of Saldanha Bay, and to the N. from Table Bay and the cape of Good Hope. Dassen-eyland means, the island of Deer. It is about a league in length, and its shore is very foul and cliffy on the W. side, but is very fair on the E. About a gun-shot from the shore is anchorage in 16 fathoms and good ground, with a white sand. It is sometimes called **CONY'S Island** which see; and is situated in lat. 33 deg. 25 min. S. and long. 18 deg. 2 min. E.

DASSO, on the W. coast of Africa, is 3 leagues about S. E. by E. from Baffa; from whence to Cape Swino or Zino is 6 leagues more. But it is only a league from Salerno, and between them is a very high tree, among many lesser ones, which has two large spreading branches on the top, and is the mark for anchoring in the road; if the two tops be open right a head, there is very good anchorage in from 22 to 23 fathoms.

DARWENT River, after running by Cockermouth, in Cumberland, falls into the sea round the coast towards the S. from the Boia. **WORKINGTON** is upon this river, which see.

St. DAVID'S Cove, in the straits of Maghellan, is on the N. side of the long and narrow island which forms the S. side of Crooked Reach, the entrance into it being in a S. W. direction. It has 23 fathoms in the middle, to the N. W. from a small island which is situated on the E. shore.

Fort St. DAVID'S, on the coast of Coromandel, on the W. side of the bay of Bengal, is near 30 leagues S. from Madras, in lat. 12 deg. 5 min. N. and long. 80 deg. 55 min. E. It is known off at sea by a red stone fort on the opposite side of the river, and by a large red pagoda which stands on a hill 4 miles up into the country. A spit of sand runs out directly E. into the sea from the N. point of the river, of which due notice must be

taken. It is otherwise called Tegapatnam, being 6 leagues to the N. half E. from Porto Nova; and it is 4 leagues from hence at N. E. by N. half N. to Pullicherry.

St. DAVID'S Head, is the W. point of Pembroke-shire, on the main land, to the N. W. from the city or town of St. David's, on the N. side of St. Bride's Bay, within the N. W. point. There is a channel between the nearest point and Ramsey Island for small vessels, through which there runs a great tide; there is a depth of 10 fathoms water through it, but it is very narrow. It is in lat. 51 deg. 55 min. N. and long. 5 deg. 27 min. W. It has high water on full and change days at 6 o'clock.

St. DAVID'S Head, in the straits of Maghellan is to the N. W. from the cove so called, which has been noticed already, and forms the limit of the cove on that side. There is a very good small bay a little to the E. of it. From Cape Quod in the direction of S. E. it is a league and a half distant.

Port DAVID, is a bay or harbour within the bay of Chaleurs, not far from the N. E. entrance; from which Pepchi-diachich, on the S. side, bears W. S. W. and Caraque Island, the S. eastern point S. S. E.

St. DAVID'S Sound, also in the same straits, is between Cape Crostide and St. David's Head, having a bank of coarse sand and shells on its S. side, and from 19 to 30 fathoms water. If it be necessary or expedient, on the change of the current of the tides or winds, a ship may venture to anchor here.

DAVIS'S Inlet, is on the Labrador Coast or New Britain, in lat. 56 deg. N. and S. from St. Peter's Haven round the S. E. coast of Gante Bay.

DAVIS'S Straits, a narrow sea, which runs N. W. from Cape Farewel in 60 deg. of N. lat. to Baffin's Bay in 80 deg. and divides the W. coast of Greenland from North America.

DAUBY Bay, on the W. coast of the isle of Man, is a deep bay which runs in E. from Dauby Point, and trends away from the bottom of it to the S. W. See the next article.

DAUBY Point, in the isle of Man, is on the W. side, about E. half N. from Carlingford Haven's Mouth on the E. coast of Ireland, and a league or little more from the W. point of the bay of Peel Castle, or Kirk Patrick.

DAUGHTERS Islands are two small islands that lie contiguous to another long island, all on the E. coast of South America, and called the Mother and Daughters. Of the Constables Islands, or Constable and his Mate, to the S. E. from them, we have already spoken. See **CONSTABLES**.

Cape DAUME, on the S. coast of France in the Mediterranean, is to the N. W. from Croisette Cape, which lies within the point of land to the southward of Marseilles.

DAUPHIN Bay, is near the N. W. part of the island of Bourbon in the Indian Ocean, the S. W. point of which is called Point Dauphin, near which a river of the same name falls into it from two mouths.

DAUPHIN Fort and Port, in the island of St. Domingo in the West Indies. It is on the N. side of the island, nearly in the Meridian of Cape Beata which is on the S. side, and about 2 deg. of lat. more N. The entrance is contracted by two projecting points; but the harbour within is spacious, and one of the best in the West Indies.

DAUPHIN or DAUPHINE Island, is about 70 leagues E. from the mouth of the River Mississippi, in the River Mobile, being about 5 leagues in length, but of very narrow breadth. It is very barren, and about a league to the W. of it is the island of Corne or Horn, but there is very little water between them. It is in lat. 30 deg. 10 min. N. and long. 88 deg. 7 min. W.

DAUPHIN Port, is on the E. side of the island of Madagascar in the Indian Ocean, from whence the coast trends at N. by E. to Cape St. Sebastian, at the N. end. Near the S. E. part of the island, and within a league of the shore is 30 fathoms, the land on the coast being low and pleasant. It has been abandoned as a settlement for some time. It is in lat. 24 deg. 55 min. S. and long. 45 deg. 10 min. E.

DAUPHIN Port, on the E. side of the island of Cape Breton at the S. extremity of the gulf of St. Lawrence. It is a league and a half from the grand entrance of the Labrador Gulf; and there is safe anchorage among the islands of Sibou which lie off the S. S. E. point of the port. It is 55 leagues from hence to Port Thouloufe near the S. E. part of the island. The port is closed so much by a narrow slip of land, that it will

only admit one vessel at a time; but the harbour is 2 leagues in circuit, and is completely land-locked by high lands and mountains, and has such a good depth of water that ships may lie close to the shore.

DAWFUSKIE's Island on the coast of Georgia in North America, is on the W. side of, and partly forms, Callibogie Sound. It is near the N. W. entrance of the Savannah River, where a sound is also formed by some other small islands, and called by the name of Dawfuskie's Sound. The S. end of the island is nearly in lat. 32 deg. 5 min. N. and long. 79 deg. 33 min. W.

DAWFUSKIE's Sound. See the preceding article.

DEAD Island, is an island on the W. coast of Africa, so named because the Christian factories bury their dead on it; and is situated within the River Bany. This island affords plenty of wood and water, to obtain which run above it founding as the ship passes through between the banks in two and a half to 3 fathoms water. Having entered by the W. point of the river, giving it a birth to avoid a bank which lies off from the point, on which the sea is seen to break, and keeping in at least 3 fathoms, run with that depth to N. W. towards this island; afterwards steering to the W. shore to the island of Foche, where is good anchorage.

DEAD CHEST Island, is one of the smaller Virgin Islands in the West Indies, situated near the E. end of Peter's Island and W. of Cooper's Island.

DEADMAN, as it is usually called, and sometimes with an additional character of Head or Point, is on the S. coast of Cornwall, and a well-known point of land to seamen, between the ports of Fowey or Foy and Falmouth. It is about 4 leagues to S. W. from the former, and N. E. by E. 3 leagues from the latter; but it is 7 leagues nearly in the latter direction from the Lizard. In about 24 fathoms thwart of the Start, it can be seen, though at 14 or 15 leagues distance. It also bears from the Ram or Rame Head nearly W. by S. about 7 leagues; and about 3 leagues from shore is a depth of about 3 fathoms and sandy ground.

The head or point is a double land with a round hill, which goes sloping down to the westward; and there is a mill towards its W. end, with a spire
steeply

steeple and some little houses on the land. From its situation it cannot be mistaken for any other headland. It is in lat. 50 deg. 14 min. N. and long. 4 deg. 52 min. W. and has high water at spring tides about half past 5 or a very little later. The tide of flood runs nearly N. E. hither from the point of the Lizard, and from hence to the Ram Head about E. N. E. and the ebb runs in an opposite direction.

DEADMAN'S Bay, on the E. coast of Newfoundland, is one of the small coves between the bay of Bulls and the harbour of St. John's, within the distance of 6 leagues, of which there are many.

DEADMAN'S Beach, at the mouth of Chebucto Harbour on the coast of Nova Scotia in North America, extends near a mile to the N. W. from Red Island and Cornwallis's Island. Within this beach is 6 and 4 fathoms water, and more; but there is from 15 to 25 fathoms in mid-channel. See CHEBUCTO and CORNWALLIS's Islands.

DEAL is a town of Kent, near the N. E. point of that county, and about 7 miles from Sandwich, of which, as one of the cinque ports, it is a member. It is also about 7 miles from Dover, and all the way between is a ridge of cliffs abounding with samphire. Between Deal and the Goodwin Sands on the S. are the Downs. Ships bound to and from London and foreign parts, usually stop here; either, if coming in, to put letters and passengers on shore, or, if going out, to take in fresh provisions, and the last letters from their owners or friends. About a mile nearly to the E. of Deal Castle, there is a small sand, on the S. part of which is not more than 15 feet water at spring tides; and the lowest mark for it is to have the Hopeland just open and shut in with the first low land which appears to the southward of the S. Foreland. The shoalest part of the sand lies opposite to the southernmost part of the town. The people of Deal and the towns and villages along this part of the coast are peculiarly bold and active, in affording assistance to vessels which may be stranded, or in saving goods and people from any wrecks that may happen near them; the inhabitants of which, particularly of the villages, procure a subsistence from the sea, as fishermen, pilots, or the like employment, and the town has much commerce

in supplying outward bound ships with vegetables and other necessaries. Its lat. is 51 deg. 13 min. N. and long. 1 deg. 25 min. E. See DOVER and DOWNS. It has high water at spring tides nearly about the same time as at Dover. By the late Act of Parliament for supplying the navy with 20,000 men from the different ports of this kingdom, this port is to supply 10 seamen.

DEAL'S Voe, Sound, or Bay, is one of those 4, and the southernmost, between Braley Island and the headland called the Mouth of Elweek. It is 2 miles to the northward of Braley Island, being a small bay which lies in at S. W. by S. 2 miles; the breadth of it is only 2 cables length. But there is a rock called Toagrood, on the S. side of the entrance, at about three quarters of a mile from Kebeater's Point; it shews itself at half tide, and bears from the point N. E. by N. Laxford Voe is a mile to the northward of Deal's Voe.

DEAN, or JENNY Buoy, is the southernmost buoy of the sands which stretch from the N. shore, and N. N. E. from St. Helen's Road at the E. end of the Isle of Wight. It is about a mile N. E. from the Warner Buoy, on the N. of St. Helen's Road, and near half a league to S. E. from the Horse Buoy. It is the first buoy on the starboard from the E. or S. E. of the channel up to Spithead Road, as the Horse Buoy is the second; the larboard buoys are, the Warner, just mentioned, and the No Man's Land Buoy, is scarce three-quarters of a mile nearly at W. from the Horse Buoy. From the Dean Buoy, excepting a very small swatch, which cuts off a triangular sand, in the direction of about E. N. E. a sand stretches one way to the Horse Buoy, and from thence nearly N. to South Sea Castle Point, and the other way, after leaving this buoy towards the N. E. near a mile, nearly N. towards the point of Langstone Harbour.

DEAR Island, or Little Negrais, is on the S. side of the entrance into the river of that name; from whence, it is said, there runs off a great and dangerous reef quite over to Diamond Island. This, however, is by no means impassable, as was anciently asserted; for the truth is, that from this island a sand runs off a league and a half into the sea, on which though by a S. W. Monsoon there are high breakers, there is not less than three fathoms at low water, and it is moreover

at that depth smooth and level; yet it is not advisable to be too venturesome, because if the out wind blows fresh it throws in a very untoward sea, especially with the first part of the flood tide. See **DIAMOND** Island.

DEAR Sound, is one of the harbours of the island of Pomona, the principal or largest island of the Orkneys. Cairnston has already been noticed as the other. It lies at the N. E. end of the island, just within the Multhead, a remarkable and high point of land, which is bold and steep, and from which the harbour's mouth is about a league distance. To go in, keep in the middle, for it is a mile broad, because there are some sunken rocks that lie off from the starboard point, or Point Nestin, at going in; and when a ship is within the point, she must edge to the northward till the point comes about E. by N. when she may anchor in 5 fathoms at low water. It flows here at full and change, so as to make high water about 15 or 20 minutes before 10 o'clock, and rises 10 or 12 feet. The neap tides only rise 7 or 8 feet, even in the harbour. Many Iceland and Greenland ships fill fresh water here, and take in turf for fuel; and here is a good quantity of provisions to be procured, as these islands produce corn and some cattle, and fish is exceedingly cheap.

DEBEN River, in the county of Suffolk, after running almost across the county from the N. N. W. and passing Woodbridge, is joined by other considerable rivers, and then makes its way directly towards the sea, into which it falls at Bawdsey Haven. See **BAWDSEY**.

DECEAN, a district or country of India so called, to the SOUTH of Hindostan, which, in the country language or Hindoo, is the import of the name. In this large sense, it comprehends the whole region to the S. of Hindostan; but in a more restrained sense, it includes the countries between Hindostan Proper, the Carnatic, the western sea, and Orissa.

DECEIT or **ENGANO** Island, is about W. N. W. from the W. entrance of the straits of Sunda. It lies in lat. about 5 deg. 26 min. S. and long. 101 deg. 30 min. E.

DECEITFUL Bay, in the island of Mindanao, in the eastern Indian Ocean, affords anchorage, but it is necessary to watch the conduct of the natives, to prevent surprise or misfortune from them.

Off the S. point of Mindanao Island is a small island called Hummock Island; bring the peak to bear at S. 7 deg. E. distant 5 leagues, and the W. point of the bay 1 league at W. S. W. the E. point being only a mile off at E. by S. and anchor in 7 fathoms, soft mud, and at a cable's length from shore. From this situation a river falls into the bay at N. W. and water may be had here by keeping a good guard against the Indians. The lat. is about 6 deg. 28 min. N. and long. 126 deg. 36 min. E.

DEE, is a river of Wales, passing from Merionethshire through Denbighshire, and by the city of Chester, from whence by means of a broad channel it falls into the Irish Sea. For an account of its navigation, see what has been said under **CHESTER**.

DEE, is also the name of a river in Scotland, in the shire of Aberdeen, and falling into the sea near that city.

DEE, is also the name of another river of Scotland, in the shire of Kirkcudbright, which is joined by the Ken, and falls into the Solway Frith at that town.

DEEP Bay, or Honda, towards the N. W. end of Cuba Island. See **HONDA** Bay.

DEEP Bay, the northernmost part of the island of St. Christopher's or St. Kitt's, in the West Indies, at the N. W. extremity of the island, has a reef of rocks which runs off from that point of the island to the N. W. and serves to keep off any sea from that part of the ocean; on the W. side of this reef towards the shore, avoiding a small cluster which lies near shore also on the W. is anchorage in from 5 to 3 fathoms.

DEEP Bay, on the W. side of the island of Antigua, in the West Indies, is E. by S. from Sandy Island, a small island which lies off the coast, and W. from the spacious bay called Fort Bay. The island of Ship Stern, which forms the western part and limit of that bay, and is W. from Cripplebay, is the N. W. point of Deep Bay; and it has St. Thomas's Bay on the S. W.

Great DEEP Bay, at the E. end of the said island of Antigua, is a good open bay, to the S. of Green Island, which is the most easterly part of this island. It has a small island, called York Island, on the S. of it.

Little DEEP Bay, is to the N. W. of Great Deep Bay, and a part of the same; and

and is within a point of land or peninsula, on the isthmus of which is a guard-house.

DEEP Sound, is a haven on the coast of Norway, which lies between Hitteren and Lexe; into which the coasters run that are bound to the northward behind Lexe.

DEEPS, are the several passages or channels on the eastern coasts and in the Baltic, which lead to the bays along the coast; and are noticed accordingly under their respective distinct names.

DEGON, is a town in the river Hughly in the East Indies, above Channock or Chanoc Reach. Between these two places the W. shore must be kept on board; but the town stands on a bight on the E. shore, where there is deep water, but always attended with a very strong eddy. Keep in mid-channel when near Degon, as the opposite shore is shoal a good way off, from the Elephant-tree at the upper end of the town of Degon up to the point of the W. shore of Pulta Reach.

DELAWARE Bay, is that part of the Delaware River (for which see the next article) that extends from Cape Hinlopen for 20 leagues to the entrance of the river, properly so called, at Bombay Hook. This is so wide in some places, that a ship in the middle cannot be seen from the land.

DELAWARE River, in that part of North America which is known by the name of Pennsylvania, which it divides from New Jersey. It falls into the N. Atlantic Ocean between Cape May and Cape Hinlopen, and forms a very large bay at its mouth of the same name. It is navigable for more than 200 miles up the country, but has a cataract or waterfall above Bristol, which renders all navigation from thence farther up impracticable. For its situation, see the capes **HINLOPEN** and **MAY**.

It is high water at the mouth of this bay at spring tides at nine o'clock; the flood tide setting N. N. E. and the ebb S. S. W. From its entrance at Cape Hinlopen to Philadelphia it is near 40 leagues, with sufficient depth of water all the way for a 74 gun ship.

DELAWARE, is a town of Virginia, on the fork or point between the two branches which, by their union, form York River, called Mattaponi and Pamunky. It is in lat. 37 deg. 36 min. N. and long. 74 deg. 48 min. W.

DELFT Haven, within the river Maes,

on the N. side of it, between Scheidam and Rotterdam. To go up to it, after passing Scheidam, keep the soundings of the N. shore, and run along up before the haven, where come to an anchor. The town is placed amongst meadows and canals run through its streets, which are planted with trees. Many wealthy merchants make this town a place of retreat or retirement from the busy scenes of active life; and it has long been noted for making the best earthen ware, which takes its name from this town. It is situated in lat. 52 deg. 16 min. N. and long. 4 deg. 15 min. E.

DELFYN Port, is a very good haven to the N. of the port and city of Scio in the Archipelago, and a league distant from the point of the island. The little island of St. George lies before it. To go into the haven, keep close under the island on either side of it; and, being entered, run up as high as may be agreeable, and moor with a fast to either shore, keeping an anchor out to seaward. There is a bank indeed in the middle of the road, which has but 9 or 10 feet water on it; but this is avoided by keeping nearer to either shore.

DELGADA Point, or Concededo. See **CONCEDEDO**.

Cape DELGADO, on the E. coast of Africa, to the N. W. from the Comoro Islands, and not far from the N. end of the gulf or channel of Mozambique, between the E. continent of Africa and the extensive island of Madagascar. It is in 10 deg. 10 min. of S. lat. and about 41 deg. of E. long.

DELICIA Bay, is in the island of Socotra, in 14 deg. of N. lat. at the mouth of the Red Sea, where there is anchorage.

Cape DELIVERANCE, on the coast of New Guinea in the East Indian Ocean, is in lat. 11 deg. 30 min. S. and long. 157 deg. 50 min. E.

DELL Key, is in the water of Chichester in Sussex, which is formed by the river Lavant, and about 4 miles from the sea. It has a small harbour, and vessels come up to it at high water, which is about a quarter past 11 at spring tides. See **CHICHESTER**.

DELLE Cape, on the coast of Barbary in the Mediterranean, or **TE DELLE**, is near 15 leagues to the W. from Bougie or Bogie, between which, the only place of any note on the coast, is Garbelle. It is sometimes called **DELLY's** or **TIDEL-**

LES,

LES, and is in lat. 37 deg. 15 min. N. and long. 4 deg. 13 min. E.

DELMINA, is 3 leagues from Com-menda on the coast of Africa, frequently called ST. GEORGE DEL MINA. Though there is a castle here, which mounts 50 or 60 pieces of cannon, from 6 to 24 pounders, it is very weak towards the sea, and the fire of Fort St. Jago, which commands the castle, might be rendered less alarming by keeping the heads of ships going in so as to form a parallel line with Fort St. George. Its town is the largest and best built of any in that part of the world, the houses being all of stone; and it is a place of as good trade as any upon the gold coast.

DELOS Islands, or Islands DE LAS, on the W. coast of Africa, are certain high islands to the S. E. from Cape Verga, which shew as if they were joined to the main, though there is a channel for ships between them and the main, in coming from seaward. Bring the highest of them, which is called Tamara, at S. S. E. and S. E. by E. and then run right upon it within a bow-shot of the shore. Then haul about the N. side of it towards the main in 4 fathoms and a half to 5 fathoms water, till the innermost of these islands bears S. by E. when the rippling will appear directly a-head of the ship. Run through on the inside of it, the deepest water being nearest to the island; on the N. E. side of this island is a good road for ships, for though the island is low it is covered with trees. From hence to Sierra Leon is a broken low land all the way.

DELOS Island, was anciently a most celebrated island of the Archipelago, and, though the smallest, accounted the principal island of the Cyclades. It is now only a desolate and uninhabited rock, and never resorted to except by pirates, to whom it serves as a shelter or retreat. The remains of the celebrated marble statue of Apollo, and of the ancient and magnificent city of Delos, are still to be seen. It is a very small island, being only six miles in circuit, and situated a little to the S. of Mycone and Tenos, in lat. 37 deg. 29 min. N. and long. 25 deg. 50 min. E.

DELRIO Point, on the Spanish main or N. coast of South America, is over-against the island of Tortugas or Sal Tortugas; behind which point the country is full of very high hills, that are fre-

quently known by the name of Sierra de Vento. See *Sal TORTUGAS Island*.

DEMERARY River, on the coast of Surinam in South America, is about 3 leagues to the W. from the town of Surinam, and 1 league to the E. from the river of Isequibo. It is nearly three quarters of a mile in breadth at the entrance, having a sandy shoal on the E. side, which renders it necessary to keep in mid-channel. It is navigable for large vessels 100 miles up, and has settlements for 100 miles farther. The lat. is about 6 deg. 40 min. N. and long. 57 deg. 50 min. W.

DEMUR or DEMER River. See AER-SHOT.

Cape DEN, is the S. point of White Bay in the Machigonis River, on the E. coast of Newfoundland, having to the E. of it the islands St. Barbe, off the mouth of Green Bay. It is about lat. 50 deg. 17 min. N. and long. 56 deg. 15 min. W.

Cape DENBIGH, on the E. side of which is Chacktoole Bay, may be deemed the E. or S. E. point of Norton Sound, on the N. W. coast of America. It is in lat. about 64 deg. N. and long. 162 deg. W. At S. 68 deg. E. and 3 miles distant, is a bottom of mud, with a depth of 5 fathoms; but there is not sufficient water for a ship to go farther in, as the shoals extend for 2 or 3 miles from the shore.

DENBOUR Point, is to the eastward of the channel of St. Maloes on the coast of France, between which and Quince Fort on the W. is the entrance into the harbour.

Cape DENES, on the coast of Barbary, in the Mediterranean. See *Cape de TENES*.

DENGE NESS. See DUNGE NESS.

DENGHEL Island, near the coast of the Crimea in the Black Sea, is about 4 or 5 leagues from N. to S. and lies off the mouth of the river Kanlancha. W. of it is another island of 5 or 6 leagues in length and 2 or 3 in breadth in the middle, forming between them a kind of bay. These are left on the larboard to go to Precop, which town is nearly in the same parallel of lat. as the N. end of this island, where also a bay is formed. Of the situation of the other island, maps and charts differ widely.

DENIA, on the coast of Spain in the Mediterranean, is to the N. W. from Cape

Cape St. Martin about 5 leagues, as that is N. E. from Altea and Cape St. Paul. It has a small harbour, the entrance into which comes from the N. E. by N. between sands which run off from both points. It is in lat. about 38 deg. 45 min. N. and long. 33 min. E. The town lies under a high hill between two capes, and is 17 leagues S. E. from Grao or the port town of Valentia.

St. DENIS Bay, in the island of Bourbon, in the Indian Ocean, is a small narrow bay at the N. end of the island, the W. point of which is called the point of St. Denis, and is in lat. 20 deg. 52 min. S. and long. 55 deg. 30 min. E.

DENNET Island, on the W. coast of France, is situated between the S. end of the island of Aix and the main. It has foul ground on each side of it. It is sometimes called D'ENOT Island.

DENNIS Island or GERARD DENNIS, is not far from the N. coast of New Britain, and is 15 leagues long from N. N. W. to S. S. E. and 3 in breadth; and is situated in lat. 2 deg. 40 min. S. and long. 151 deg. 24 min. E. having several small islands on its N. E. side.

DENNY Island, in the Severn River or sea, is directly E. from Goldcliff Point on the Monmouthshire coast, and N. W. from King Road at the mouth of Bristol River, about two-thirds over to the Welch coast.

St. DENY's, Island of Bourbon. See DENIS.

DEPTFORD in Kent, at the distance only of 4 miles and a half from London by land, is seated on the river Ravensbourn or Lee, not far from its influx into the Thames, to which indeed the town extends. The Royal Arsenal extends along the banks of the principal river, and in its dock-yard are the Royal yachts laid up in wet docks, which can be emptied at pleasure. Though it is more usually appropriated for the construction and repairs of frigates and smaller ships of war, it has building slips for vessels of a third rate force, where several 74 gun ships have been built which are now a part of our navy. Here are two hospitals, one of which was incorporated by King Henry the Eighth, and is known by the title of the Trinity House of Deptford Strand. By this hospital it is that the Brethren of the Trinity House hold their Corporation, where they are obliged to meet at certain times for the transaction of business; it contains 21 houses. The

more modern one, which is also a much finer structure, is called Trinity Hospital, and contains 38 houses. Both of these hospitals are established for decayed pilots or masters of ships, or their widows, to whom a handsome monthly allowance is made.

DERBENT, is a sea-port and fortress of Persia in Asia, on the W. coast of the Caspian Sea; but as it is a very indifferent port, and the worst upon all that sea, near the foot of Mount Caucasus, it is little frequented. It is in lat. 42 deg. 8 min. N. and long. 50 deg. E.

DERBY Bay or Haven, near the S. E. angle of the ile of Man in the Irish Sea, is about two leagues from a small island called the Calf of Man. It has good anchorage for any wind under the castle in 3 or 4 fathoms; and ships of small draught of water may run higher up and anchor between the Perches, where they will lie dry at the ebb or fall of the tide. In the road farther out is good anchorage in from 10 to 12 or 14 fathoms, and sufficient shelter from northerly and westerly winds. It is two leagues and a half from hence to Douglas Bay to the N. but the small island called St. Michael's island is contiguous to the N. point of this bay. It is directly W. from the N. end of Hillbree Island, which lies off the mouth of the river Dee, and about 15 or 16 leagues at W. S. W. from the mouth of Liverpool Haven. It is in lat. about 54 deg. 4 min. N. and long. 4 deg. 29 min. W. and has high water at spring tides at half past ten.

DERTSWICK, is a village on the E. side of the Zuyder Zee within the Texel Island, on the N. of Hinlopen, which is also to the N. of Staveren Point, and nearly E. from the bight or Ton Buoy. It is a mark for finding the West Worcum Buoy, to the northward from the Frees Plat Buoy and Bight or Ton Buoy, on the eastern side of the Bree or Broad Sand Channel.

DERWENT River, in the county of Cumberland, is frequently called DERWENTWATER, from the lakes which are in it above and below the town of Keskewick. It falls into the Irish Sea, after passing Cockermouth. The small river Cocker falls into it, at Workington, 4 or 5 leagues N. from Whitehaven. See WORKINGTON.

DESART Island, a small island or rock so called on the coast of North America,

in lat. 44 deg. 3 min. N. and long. 68 deg. 0 min. W. It is situated in a kind of bay on the N. and the coast here trends nearly to the W. Off its E. end are some rocks, and southerly towards the W. there are some small islands scattered about off Penobscot Bay.

DESART Rocks, so called, on the same coast, and adjacent to the island of that name, are in lat. 44 deg. 28 min. N. and long. 68 deg. 8 min. W.

DESEADA Cape, or Cape DESIRE, is one of the points of the W. entrance into the Straits of Maghellan, between the main continent of S. America and the island of Terra del Fuego to the S. in lat. 52 deg. 52 min. S. and long. 76 deg. 45 min. W. Some other accounts make it 53 deg. 4 min. S. and long. 74 deg. 13 min. W. The islands called the Judges, run off S. W. from it near 3 leagues, so that it becomes necessary to give it a good birth. Cape Pillar is the other point of that entrance. From hence there is a current constantly setting to the eastward to Cape Horn in the direction of the coast, but not very considerable on the W. side of the latter cape. Landfall Island is about 6 leagues to the S. S. E. nearly, or more particularly S. 18 deg. E. at the distance of 1 league from the main. See what is said on *Cape DISSEADA*.

DESEADA Island, in the W. Indies, probably the same as the next article, which see.

DESERDA, or DESIDERADA Island, is one of the Caribbee Islands in the West Indies, sometimes also called DESIRADA. It is about 3 leagues E. from Guadaloupe Island, on which it is dependent, being about 3 leagues in length from E. to W. and but 1 in breadth. At a distance it has greatly the appearance of a galley, with a low point at the N. W. end. On its N. end are sand hills, which are full of red veins; a part of it being barren and destitute of trees, but the other parts are fruitful and very productive of cotton; guanas, frigats, and other birds, are produced here in great numbers; but it has no water, except in ponds. It is in lat. 16 deg. 22 min. N. and long. 61 deg. 10 min. W.

DESERTA Islands, which are 3 small rocky islands so called, are from 1 to 4 leagues from the E. point of Madeira Islands, but Capt. Cook made them to be 6 leagues distant. The westernmost of them is the smallest, and is little

more than a league from the nearest point of the islands, but the southernmost, which is the farthest off and also the largest, is 4 leagues off. In coming either from the northward, or from Porto Sancto Island to the N. of E. ships may sail through between these rocks and the point of Madeira, as it is all clean and fair every where, excepting a sunken rock that lies at the point, of which particular care must be taken to avoid it. There is a rippling of the current between the E. ragged point and the Deserters Islands, which seems to denote overfalls and to point out danger; but, excepting the sunken rocks just mentioned, that extend but a little way from the point, and allow ships to go moderately near, there is nothing to fear. To prevent the effect of calms or uncertain winds from the hills, it will perhaps be best not to approach too near the point.

Cape DESIRE, in the island of Nova Zembla, in the northern ocean, is in lat. 77 deg. 45 min. N. and long. 79 deg. 20 min. E.

Point DESIRE, is the most northerly part of the Island of Spitzbergen, and is situated in about 80 deg. of N. lat. and probably in about 20 deg. of E. long. But the land on the W. side of it forms a very deep inlet of more than a degree, which so cuts the form of the coast, that the land into Foul Sound makes but a very narrow isthmus.

Port DESIRE, on the E. coast of S. America, in that part of it usually called Patagonia, is in lat. 47 deg. 6 min. S. and long. 64 deg. 24 min. W. The variation observed here is 23 deg. 15 min. E. It is not improper to remark here, that at the time of Sir John Narborough's voyage, in 1670, just 100 years before Capt. Cook's first voyage, the variation was found to be 17 deg. 10 min. easterly; which is noticed here, on account of a suggestion thrown out in the preface to this work. It is 3 leagues to the N. W. from the Penguin Island of Sir John Narborough, near which island also are several smaller islands or rocks. On the S. side of the entrance into the port is Steeple Rock, which serves as an excellent mark to know the harbour by. The mouth or entrance of the harbour is very narrow, and, perhaps, in approaching it towards the evening, it may be adviseable to anchor 4 or 5 miles from land, and

turn up the harbour in the morning with the land breeze. There is good anchorage when the entrance of the river is open at W. S. W. Penguin Island at S. E. half E. Steeple Rock at S. W. by W. and the northernmost land at N. N. W. having two rocks at N. E. by N. which point out the S. extremity of a reef running out from that land, and are covered at half flood.

The harbour for near two miles is very narrow, and has many rocks and shoals about it, though there is no danger but what shews itself above water. The tides here are exceedingly rapid, and run at the rate of 8 miles an hour; and the anchoring ground is very hard, so that an anchor will frequently come home before a ship can be brought up. But the ground is softer farther up the harbour, where indeed there is less depth of water, but abundantly sufficient; to which ships will do well to go up at slack water, not only on this account, but also to avoid the rapidity of the tide in the harbour's mouth, which runs like a sluice. When the extreme points of the harbour's mouth bear from E. by S. quarter S. to E. and Steeple Rock at S. E. quarter E. there is only 6 fathoms at low water; but spring tides rise here 4 fathoms and a half. The water obtained here from sinking wells, is neither plentiful nor good; but there are two springs about two miles from the beach on the S. side of the bay, in a line from the situation of a ship as just now described, and 2 miles and a half to S. S. E. from the Steeple Rock. Twenty hands with small casks may here procure about a ton of water in a day.

The river, which runs far up into the country, is broad to a very considerable distance; and there are many islands in it, where and on the land, tigers are met with, as well as other wild beasts, which render it necessary to proceed with caution and prudence. Some seals may be taken on an island up the harbour, and many birds are to be got.

DESOLATION Cape, is W. N. W. from Cape Farewel, or S. Point of Greenland, and near the entrance into Davis's Straits. It is nearly in the same parallel of lat. with the S. E. entrance of Hudson's Straits, which lie to the W. from it. There are many inlets on this coast to the eastward along the coast towards Cape Farewel. It is in lat. about 61 deg. 45 min. N. and long. 47 deg.

W. having Ice Bay round the N. side of a projecting round swelling land on its N. in about 62 deg. 30 min. of N. lat.

DESOLATION Cape, on the S. W. coast of Terra del Fuego, is in lat. 54 deg. 55 min. S. and long. 72 deg. 12 min. W. It bears from Cape Noir, 18 leagues at S. 60 deg. E. and is the S. E. point of the Bay of St. Barbara. From this cape to the eastward is a most desolate country, on which account it received the name that it is distinguished by.

DESOLATION Island; otherwise known by the name of Kergueland's Island, is the most dreary, wild, and forbidding country that can well be conceived, situated in lat. 48 deg. 41 min. S. and long. 69 deg. 4 min. E. The variation here in the year 1777 was 27 deg. 45 min. W. See KERGUELEN.

DESPAIR Bay, which is of considerable breadth and depth, is towards the western extremity of the Island of Newfoundland, but on the southern coast, and nearly E. from the Bay of Chaleurs on the main coast of America. Long Island is within this bay in the direction of N. E. and Cape de la Hune, which is the S. W. point of the bay, is W. from the Island of Despair about 6 or 7 leagues. This point is about 20 leagues to the eastward from Cape Raye, or the S. W. extremity of Newfoundland Island.

DESPAIR Island, is the W. point or limit of the bay in the Straits of Magellan, which is known by the name of Island Bay. It is about 3 leagues to the W. from St. Jerom's Point on the N. shore, and has some small islands at a little distance from it.

DETENTION Cove, is about 4 miles from the E. end of Indian Island; within Dusky Bay in the southern part of New Zealand, and half a league to the E. from a northern point of Long Island. It is on the N. side of Long Island, at a mile from the northern shore, in which is 19 fathoms water, and a muddy bottom. See DUSKY Bay.

DEVA, is a small town of Guipuscoa and Biscay on the coast of Spain, on the S. shore of the Bay of Biscay, about 13 leagues to the E. from Bilbao, and in lat. 43 deg. 25 min. N. and long. 2 deg. 38 min. W. It is 4 leagues W. from Gattaria; and on its W. about 2 leagues is Montrico. Its harbour is formed by an off water which comes from the high land. See COUNIX.

DEVIL's Bay, is round the point of Great Pedro, or the S. W. point of the Island of Jamaica, in the West Indies, to the N. facing the W. where the coast suddenly turns from a direction nearly W. to N. by W. and renders the knowledge of it very particular and indisputable. It is in lat. 18 deg. 5 min. N. and long. 77 deg. 45 min. W.

DEVIL's Belt, a narrow pass so called, otherwise known by the name of Long Island Sound, to the eastward from New York city, on the coast of North America, of which the western pass is through the narrow channel between the island and the main called Hell Gate. See **LONG Island Sound**.

DEVIL's Cape, on the coast of Chili in S. America, and on the S. Pacific ocean, already noted under the name of Cape Cangallan. See **CANGALLAN**.

DEVIL's Creek, on the Labrador coast, within the Gulf of St. Lawrence, is to the S. W. of Francis River, between it and Wolf's Creek, in lat. about 51 deg. 33 min. N. and long. 55 deg. 50 min. W.

DEVIL's Hill, on the W. coast of Africa, is about 2 leagues at N. E. by E. from Dajou, Tagu, or the Rough Point, as it is indifferently called. This is a prodigious high mountain close to the strand; and a story is told of it, on which account it received this name, that many have gone up to the top of it but that none have ever returned from it. But the reason assigned by more rational observers has obviously a better claim to attention; that it is dangerous to ships approaching too near it, through the great travadoes and gusts of wind which come down from it, the hill being so very high as to intercept the clouds. Yet is this place much frequented, notwithstanding these heavy squalls, as there is to the E. of it a small river that affords excellent water for ships, and the ground is good on both sides of it in from 8 to 9 fathoms, but foul and very bad anchorage farther out in 18 or 20 fathoms. This is called Mangoo road, and the land belongs to the English factory at Acra.

DEVIL's Hole, is a small creek on the S. coast of Jamaica, in the West Indies, about 4 miles directly E. from Great Point Pedro. See **DEVIL's Bay**.

DEVIL's Hole, at the E. end of the Island of Antigua, in the West Indies, is to the S. of Green Island, and on the N. side of the peninsula, which has the

two Bays of Little and Great Deep on its S. side, and on which the guard-house is built. See **DEEP Bay**. Fort Harman is the N. limit of this creek or inlet.

DEVIL's Horn, **HORN Reef**, or **REEF Horn**, being indifferently called by all these names, is a long narrow bank, in the shape of a horn, which runs out sharp into the sea for 7 or 8 leagues till it comes to a point. It is between the southern and the western Zyt on the W. coast of Jutland, and about S. E. from the Island of Numet, in lat. about 55 deg. 40 min. N. The depth upon it is variable from 2 and a half to 3 fathoms, and near land 3 fathoms and a half, so that it is dangerous for large ships; and it is rendered still more so from its steepness, as there will be 22 fathoms at one cast of the lead, 15 the next, and three the next, when a ship is upon the sand. The high hill of Blawen Balgh or Creek is 4 leagues to the N. of it, which is both black and steep; and to the N. of that are several white sand hills. For 7 leagues to the Haven of Numet the land is a smooth fair strand. The coast trends E. S. E. one way to the Grawe Deep, and the other way N. to the Wester Zyt. It is affirmed by many to be a part of the Great Dogger Bank.

DEVIL's Island, off the S. point of the crooked peninsula of the Island of Martinico, in the West Indies, which extends to the westward, and forms Royal Bay, or Port Royal.

DEVIL's Islands, a name which has been given by English seamen to the numerous small islands, rocks, and foul ground, surrounding the island of Cicier de Mer, in the eastern Indian ocean. See **CICIER**.

DEVIL's Islands, in the Greenland Seas, near the coast, are in lat. 80 deg. N. and long. 11 deg. 43 min. E.

DEVIL's Point, a projecting point of land so called, on the E. side of the channel or entrance into the passage from Plymouth Sound into Hamoaze, on the S. coast of Devon, and just on the starboard at the opening of that harbour. Mount Edgcombe battery is a little higher up on the W. side; and Redding Point on the same side, but lower down, is nearly opposite to it. This forms the narrow part of the channel, and ought not to be attempted but with a fair wind except a little before the time of high water for going up, or a little after for coming

coming down; because the current, especially at or near spring tides sets round this point so very strong, that ships will be in the utmost danger of being hoisted upon the point, which is a steep solid rock, but very deep close to it. On this point is a tower with a battery, and round the land to the S. E. are batteries also to defend the passage between the island of St. Nicholas and the main.

DEVIL'S Point is about 5 leagues to the E. from Great Point Pedro on the S. side of the island of Jamaica in the West Indies; on each side of which the coast forms a bay, of which that on the E. has the names of Coquar Plump Bay and Long Bay, and to the W. it trends N. W. about a league with red cliffs. There is a long sand about a league to the W. S. W. within which there is but 5 fathoms. There are some very high hills within the land a little way from the Devil's Point; and others are seen at N. W. See DEVIL'S Bay.

DEVIL'S Reach, in the River Hughly, at the bottom of the Bay of Bengal in the East Indies, is above Pulta Reach and below the Bungelo; in coming down from which, having passed the steep sand or shoal which runs off from the point opposite the Bungelo, keep that shore on board in from 5 to 7 fathoms, according to the state of the tide, to the upper part nearly of the Devil's Reach. This reach has its name from its perplexing crookedness, and has its share of a shoal and eddy on the starboard side in coming down. The first, which lies from the upper point, stretches more than two-thirds across the river; to avoid it, stand over from a little above the upper point, with a great tree on the eastward side, which is the lowest tree of the large garden in which it is planted, and with the tree next the upper end of the plain ground on the eastern shore, keeping that shore fair on board to the lower end of the reach. From hence the starboard shore becomes shoal, so that a ship must stand at least into mid-channel, or nearer to the starboard side, to the entrance Pulta Reach.

DEVIL'S Tree, otherwise called Swallow Hole, in the Gulf of Cambaya, on the coast of India. See SWALLEY.

DEVILS, called the Greater and Lesser, are about a league from the island of St. Michael's at N. or N. by E. They are sunken rocks which are dry at low water, and are situated on shoals

that surround them; about 4 miles W. by N. or W. N. W. from Cape Frehel on the N. coast of France in the English Channel.

DEWPOINT in India, in the Bay of Bengal, is a point that is situated in lat. 16 deg. 7 min. N. and long 81 deg. 47 min. E. It is sometimes called Divi Point, a little to the southward of Masulipatnam on the Coromandel Coast, on one of the islands between that and the Nisapatnam River.

DIABOLOS Morro, a point of land on the E. coast of Yucatan to the N. from the bay or gulf of Honduras, is to the N. of the island of Cozumel; and the coast between them is all the way flat and low, and covered with islands at a small distance from the shore. The part called Morro dos Diabolos consists of a set of hills, to which the Spaniards gave this name from the Buccaneers who used to land here for provision; whose cruelty gave occasion to their being called the Plundering Devils, from which that name was given to the hills in which they resided.

DIAMAND or DIAMOND Point, within the N. W. end of the Straits of Malacca in the East Indies, is on the S. W. side of the strait on the coast of Sumatra. It is S. E. from the port of Achen at the N. W. end of that island, and is a projecting land towards the E. Its lat. is 5 deg. 17 min. N. and long. 97 deg. E.

DIAMANT Pointe, in the island of Martinique. See DIAMOND.

DIAMOND Island has already been noticed under Dear Island, in our account of that island. After noticing what has there been said, it may be most advisable for ships either coming from the eastward between Legeade and Diamond Island, to enter the river of Negrais, or from the westward out of the sea, to get this island at E. about 6 or 7 miles distance. A ship will then have 12 or 13 fathoms and sandy ground; and in this situation the Pagoda Point, or westernmost bluff point on the opening of the Negrais, will bear at N. E. from whence she may steer directly for the point. But it is not absolutely necessary to keep the Pagoda Rocks close on board to enter the harbour, for if the wind blow westerly off shore, or easterly, so that a ship cannot lead in upon a stretch, she may stand over at pleasure towards Diamond Island, always taking care to keep the pagoda and the rocks in one with the Red Cliff on Pagoda Point,

or but a very little open to the eastward of the cliff. Neither must the S. point of Diamond Island be any farther to the S. than at S. S. E. by which means a ship will never have less depth than 4 fathoms and a half. This will also keep a ship without the pitch of the flat of Little Negrais or Dear Island, so that there can be no danger in steering for the port. If, indeed, there should be an occasion to make use of the advantage, and to pass to the northernmost island, a ship might keep in the direction before-mentioned, or halt a point more E. till about a mile from it; in which case she would have from 6 to 7 fathoms water, and might steer right in for the mouth of the Povean River on the E. side of Dear Island, in 5, 6, or 7 fathoms, keeping in mid-channel to give the flat which lies eastward a small birth. The lat. of this island is 15 deg. 42 min. N. and long. 93 deg. 10 min. E.

DIAMOND Island, otherwise called **ROUND Island**, is one of the Grenadilles or Little Grenade Islands in the West Indies. It is situated between Grenada and Curaçoa; but it is destitute of fresh water, though otherwise very fertile in proportion to its size, on which account it also has no inhabitants.

DIAMOND Point, Sumatra. See **DIAMOND**.

DIAMOND Point, in the island of Martinico, in the West Indies, is 5 leagues to the W. from St. Anne's Bay, which lies within the S. E. point of the island before the chapel of St. Anne.

DIAMOND Rock, is the S. W. point of the island of Martinico in the West Indies, in lat. 14 deg. 24 min. N. and long. 61 deg. 6 min. W. It appears to be the same with the preceding article.

DIAMOND Sand, in the bay of Cadiz, on the coast of Spain, is a sand or shoal which lies 2 miles to the N. of the Porque, another rock or shoal. There is but 3 fathoms upon the Diamond at half flood. To avoid it, many directions might be given; but it will be fully sufficient to give the following. When St. Catherine's Chapel on the N. land is brought to come due E. a little northerly, and the Puntal bears at S. E. by S. a ship will be right athwart of it. Also, when St. Mary's Church is brought over the end of Cadiz, or a cloister which stands at the end of Cadiz, and a little house on the hill over the chapel, which stands to the westward of Port St. Mary, are thwart marks for the Diamond.

Also if the two hills which are to the southward of the road or way to Sheres are kept but a little asunder, and not suffered to come into one; this mark will conduct a ship clear of the rock of the Diamond. Between the Diamond and the N. shore of the bay is from 5 to 8 fathoms water.

DIAMOND Sand, in the River Hughly, near the mouth of the Narrows, stretches from the W. shore below the Narrow Point to E. S. E. for the E. point of the Narrows lies about a musquet-shot short of a small creek that is on the E. shore. This creek is directly opposite to a single tree which stands on the western shore, and is exactly E. from it. This sand is steep and dangerous, and no ship should on any account, but especially a great ship, borrow upon it, in going down with the ebb. Observe these directions to avoid the danger to which a ship is hereby exposed.

When a ship is come down to the length of a large spreading tree on the starboard side at the lower point of the Narrows, stand directly over to the eastern shore, with a course at E. by S. or E. S. E. but not more southerly, so as to come over with a particularly high and singular tuft of bushes on the other shore. Keep this eastern shore on board till the ship has passed the creek already mentioned at exactly E. from the single tree on the western shore; continuing so to do, except only to allow a small birth to the point of Rogues River, to which the inhabitants of the country give the name of Adegom, and hold on in this course, if the wind will permit, to the place which is known by the name of the Channel Trees.

In going down with the ebb, come not near the shore until the ship comes near the creek, when it may stand in boldly with the lead into 3 fathoms, or so long as the two points of the Narrows can be kept open, but no nearer. There is a mud bank a little above the river of Rogues, which runs out from the shore, that must have a small offing allowed to it; at the upper end of it upon the shore there is a single round bush by which it will be sufficiently known.

DIAZ or JUAN DIAZ River, on the W. coast of Africa, is 2 leagues and a half to the eastward from the River St. Ildephonso, or 14 leagues and a half from Cape Formosa. It runs along within a narrow slip of land that is not half a mile from the shore of the ocean, to which

which it runs parallel. The River St. Barbara or Mea is about 2 leagues and a half from it; and Barabalemo River 8 leagues and a half.

DICK's or DICKY's Cove, sometimes called Dixcove, is 3 leagues to E. N. E. from Acquida on the W. coast of Africa, and 5 leagues from Cape Three Points. Here is a creek or small inlet of the sea; but it is only fit for small craft, such as shallops or long-boats, and to go in, a great heap of stones which lies in the middle of the passage must be left on the larboard. Many English ships used to load rice here. Batterow is 2 leagues farther at E. by N.

DICKINSON's Bay, near the N. W. angle of Antigua Island in the West Indies, is bounded by Wetherell's Point to the N. E. and Corbizon's Point and Fort to the S. W. Off this bay are two islands, contiguous to each other, and lying nearly parallel to the coast, called the Great and Little Sisters, of which one of them has its S. end nearly W. from Corbizon's Point. These will abundantly serve to distinguish the bay, and to afford shelter to small vessels going within them, as there is not sufficient depth of water for large ships.

DIDAME River, on the coast of Madagascar Island in the Indian Ocean, is but 2 leagues to the E. from Old Mafseleige, which merits notice in this work because it affords good fresh water; but it is not navigable except for small boats. And about 5 leagues farther to the E. is the great indraught of Mazumgany.

DIEGO de Ramirez Island, off the coast of Terra del Fuego Island at the extremity of South America, is S. S. W. from Cape Horn, and in lat. 56 deg. 39 min. S. and long. 68 deg. 45 min. W.

Cape St. DIEGO is to the S. E. from Cape St. Vincent on the E. side of the island of Terra del Fuego at the S. extremity of S. America, and forms one of the N. points of the entrance of Le Maire Straits. There is from 30 to 12 fathoms between the two capes of St. Diego and St. Vincent, but the ground is hard and rocky. Its lat. is 54 deg. 33 min. S. and long. 65 deg. 14 min. W.

DIEGO Garcia Island, in the Indian Ocean, in the lat. of 8 deg. 45 min. S. and long. 68 deg. 10 min. E.

DIEGO Rayes Island, another island in the Indian Ocean, extends from 45 min. of S. lat. to 30 min. of N. lat. and is in long. 70 deg. 25 min. E.

DIEMEN, is a long mark for sailing over the Pampus in coming out of the city of Amsterdam to seaward. It lies on the S. side of the channel which goes up to that city; and the steeple of Diemen is to be kept over the point of Tyoort to the N. E. from it, and on the N. side of the channel, just where it forms the entrance of the narrowest part.

Van DIEMEN's Land, is a tract of land which was discovered in the year 1642 by Abel Jansen Tasman, in the South Pacific Ocean. As it is now known to be a part of the extensive island which has obtained the name of New Holland, it may not perhaps be deemed advisable to take any farther notice of it more particularly under this head.

Van DIEMEN's Road, in lat. 21 deg. 4 min. S. and long. 174 deg. 56 min. E. in the South Pacific Ocean.

DIEMEN Straits, near the E. coast of Asia in the North Pacific Ocean, are contiguous to the Japanese Islands, in lat. 31 deg. 12 min. N. and long. 130 deg. 55 min. E.

DIEP, DIEPPE, or DEEP, on the coast of France, situated on the English Channel, is 9 leagues S. W. from the mouth of the River Soame. Between them is the River Breesle, and the dry harbour of Treport which only will admit small vessels; the Saart River also is 2 leagues short of Diep. Two rivers here come into the sea at Diep, called Argues and Scye, and the town lies along the shore between them. The haven also goes far within the town, and pilots are always to be had to carry ships in. Many privateers take shelter here in time of war, which frequently haras the channel trade greatly, being directly opposite to Rye on the English Coast. It was also the port for the packet boats from Brighthelmton before the war. A ledge of rocks lies on the E. side of the haven, and from it a little reef or shingle extends itself towards the N. W. A channel goes in on the S. side of this reef in the direction of S. E. and within it there lies a very narrow and a short inlet. Three buoys are placed in the midst of the channel within a stone's cast from each other, on either side of which ships may run in; and keep the middle of the channel within the last buoy, so as to sail in between the heads quite within the town, where ships may make fast by a cable on the shore. Observe, however, to go in at half flood or more, but never venture

venture in at half ebb; it falls dry at low water, but at the town within ships ride afloat. There is 3 fathoms at high water, but never more than 3 fathoms and a half. It is in lat. 49 deg. 55 min. N. and long. 1 deg. 4 min. E. and has high water at spring tides at half past 10, or perhaps a little sooner. It bears E. about half N. 29 leagues from Cape Barfleur on the same coast, and 10 leagues to E. by N. from Feschamp. It is also 27 leagues nearly S. or not above half a point westerly from the S. Foreland; 35 leagues about E. S. E. from Dunnose; and 50 leagues at E. by S. half S. from Portland.

DIEU Island on the W. coast of France is 16 leagues to the S. E. from the island called Belleisle. It is known in some charts by the name of Heis. There are some banks or overfalls in the fairway; but as they have at least from 5 to 7 fathoms upon them, there is no danger, and there is from 35 to 40 fathoms between the two islands in the fairway. It is known by 5 windmills which stand together in the middle of the island. A high raging sea, which comes boiling and roaring up, as if it ascended from some subterraneous passage under the island, renders it a bad road; even the best part of it has no title to commendation. It is safest to ride on the N. E. side when the steeple of the church bears S. W. in 8 or 9 fathoms, for a shoal runs off from the N. W. to seaward to the distance of 2 leagues at least. From hence along the coast to the Pertuis Breton on the N. side of the island of Rhé, it is about 13 leagues to S. E. by E. but the barges of Ollone, at about 7 leagues from Dieu, are about half a league from the main, and all ships passing that way must keep without them, for they are dangerous, and come dry at low water. To the Pertuis de Antioche on the S. side of the island of Rhé it is about 16 leagues to the S. E. This island may be seen from the deck of a large ship from without it in a depth of 35 fathoms, and even in 60 fathoms in clear weather; and about 9 leagues at W. S. W. from it the depth is 45 and 46 fathoms, with a ground of fine small stones, scarcely larger than coarse sand. It is also about 5 leagues at S. by W. from the island of Noirmontier; in the fairway between which are some shoals and banks that have only from 4 to 7 fathoms water upon them. It is high

water on this part of the coast about 3 o'clock at spring tides; and this island may be laid down in about lat. 46 deg. 36 min. N. and long. 2 deg. 24 min. W.

DIGBY Bay, on the S. W. side of the island of St. Christopher's or St. Kitt's, in the West Indies, is to the S. E. from Old Road Bay, between Bloody Point and Palmetto, and on the W. side of the latter. It is called in some charts Palmetto Bay, from the town and fort of that name which slightly projects forward from the regular direction of the coast, and forms the E. limit of the bay. Willet's Gut, a small stream, is the W. limit.

DIGBY Cape, on the coast of Kerguelen's Land, or the island of Desolation, is about 5 leagues to the S. E. from Mount Campbell, and about 7 leagues to the N. N. E. from Prince of Wales's Foreland, or the E. point of a large island which is situated in Royal Sound. This Cape is in lat. 49 deg. 23 min. S. and long. 70 deg. 34 min. E. and is low land.

Cape DIGGS, to the S. W. from Cape Wallingham, the eastern point of the entrance to the channel from Hudson's Straits to Hudson's Bay, in the N. parts of North America, is to the E. of Mansel's Island, which lies in the inner entrance to the bay, but nearest to the E. shore. It appears to be in lat. 62 deg. 45 min. N. and about 79 deg. of W. long. and has high water with a S. moon, or at 12 o'clock at spring tides. The course from hence at S. W. and afterwards W. S. W. round the S. end of Mansel Island, leads the bay open, and clear of the numerous small islands on the eastern shore of the bay; from which ships may sail S. W. by W. for Churchill River on the W. shore of the bay, Nelson's River more to the S. or S. S. W. for Cape Henrietta Maria, the W. point of the entrance southward into James's Bay.

Cape DIGGS, known also by the name of Cape DUDLEY, near the N. part of Baffin's Bay, in lat. 76 deg. 48 min. N. and long. 59 deg. 7 min. W.

DIGGS's Island, at the N. W. end of Hudson's Straits in the fairway, is 120 leagues in that direction from Resolution Island at the S. E. entrance of those straits. It lies to the S. of Nottingham Island, and to the W. of Cape Diggs, nearly in the parallel, as represented in some

some charts, with the N. end of Mansel Island. See *Cape DIGGS*.

DIKE Polder. See the next article.

DIKE Sand, on the coast of Flanders, is N. E. from Calais Cliff, having only 4 or 5 fathoms upon it, being the third or middlemost of the 5 Flemish Banks. This bank reaches the full length of the sand which is called the Cliff, or the outermost of the 5 Flemish Banks, in the direction of N. E. and S. W. On its N. and S. ends are shoals, of which the latter has but one fathom upon it, and lies upon the marks of Winoxberg, noticed under the description of the *RUYTING* Sand, which is the next bank without the Dike Sand, about N. W. somewhat westerly from Dunkirk. This is called the **DIKE Polder**.

DILIMARO Point, in the island of Malta in the Mediterranean Sea, is the eastern limit of a large and deep bay on the S. end of the island. Off this point is a small island, which may be deemed the most southerly land of Malta, being nearly E. from the W. point of this bay; and on the point is a redoubt, as there are other redoubts and batteries all round the coast of the bay to the W. point. In the bay, which consists of two parts, the bottom being separated by a projecting point, off which also is a small island, is anchorage in various depths; but the western branch is largest and deepest, having 22 and 23 fathoms pretty far within the point, and the eastern branch in the narrow part of its entrance has 8 fathoms. Off the W. point is a bank or shoal in the direction of E. and W. nearly, which in some places has but 4 fathoms upon it; but there is a depth of 7 fathoms between it and the point. It is not above three quarters of a mile to the nearest part from the land.

To the northward along the coast from Dilimaro about a league, a chain of small shoals runs right off from the coast in a straight line half a league or more, which should be avoided in coming from the southward to the city of Malta about 2 leagues farther to the N. W. by W. or returning from it.

DILLA or DILLY Mount is a remarkable promontory of India on the coast of Malabar, about 7 leagues N. by W. from Tellicherry. It is situated in lat. 12 deg. 5 min. N. and long. 75 deg. 0 min. E.

DILLES, a ledge of rocks so called in the channel between the islands of Tinos and Mycone, which is the fairway from the westward to the port of Smyrna on the coast of Asia, through the Archipelago. This channel is near 5 miles broad, and the ledge grows up at the W. end into small islands which appear above water, and therefore in the day-time these rocks are not to be considered as dangerous.

DINAN Bay is a small but well sheltered bay on the W. coast of France, on the S. side of the peninsula of Camaret, and in the bight of the S. coast, as that road is in the bight of the N. coast. In this bay is from 4 to 8, 10, or 12 fathoms water; off the S. W. point of which are several small islands called the castles of Dinan, the town so called standing on the point. These, with the natural turn of the land, like an artificial pier, to the northward and westward, break off the swell of the sea, and render it a very comfortable harbour; especially within the pier in the S. part of the bay, where there is a depth of 8 fathoms. But this bay lies so much out of the fairway of the coast as to be little frequented; for, besides the peninsula just mentioned, a long and narrow ledge of rocks runs out S. W. from the S. W. point of that peninsula, as a small shoal stretches to the W. from the N. W. point of it. Add to this that, with the exception of the narrow channel called the *Toulinguet Passage*, a large bank extends westward near 2 leagues in length and about 2 miles in breadth, interspersed with various rocks and islets in different parts of it. See *PENTIR* and *TOULINGUET*. From the S. point of Dinan Bay, the coast stretches S. about 4 miles as far as *Bec de la Chevre*, or the W. point of the large and extensive bay of *Douarne Nez*.

DINAS Cape, is the S. W. point of the island of Holyhead, to the W. of the island of Anglesea, and the most westerly part of the country of North Wales. It is to the N. W. from the S. entrance of the Menai Straits, along the coast of Anglesea Island.

DINAS Head, on the coast of Pembroke in South Wales, is a projecting point of the coast, having Newport and the opening of Newern River on the E. in a bight of the land, and *Fisgard Bay*, of which *Langlas Head* is the W. point on the W. and S. W. From Dinas Head

Head the coast trends nearly at N. by E. about 3 leagues to the mouth of the Tyvy or Cardigan River. See NEWPORT.

DINGDING Island, in the eastern Indian Ocean, is 30 leagues to the N. of Malacca. It possesses two good bays, and has safe anchorage; but there are no inhabitants on any part of the island.

DINGLE Bay or **CASTLEMAIN** Harbour, on the W. coast of Ireland, which lies between the Skelligs and Blasques Rocks that are 8 leagues asunder. This Bay is 9 leagues N. N. E. from the former, and is a known road for ships, by which it is much used. A small rock lies off the W. point of the entrance called the Cow, which is always to be seen above water, except at the very height of a high spring tide, when alone it is just covered so as to be smooth. It is every where deep water around it; and the bay goes in to N. W. Ventry Bay is near 4 miles W. from it. Dingle is in lat. 51 deg. 55 min. N. and long. 10 deg. 35 min. W. and has high water at spring tides at half past 3 o'clock.

DIRCKOOM's Sand Hill, a mark for finding the Land Deep or Channel along the W. coast of the Helder on the coast of the Low Countries. In coming from sea with an open wind, the directions are, to keep the great beacon upon Huydowen over this sand hill, and to run right in as far as the outermost buoy of the Land Deep. But ships must come no nearer to the shore, because of the tail of the sand called Arian Berker's Creek which shoots off from it to the southward of Blenk by the S. sand hill. Dirckoom's Sand Hill is the second sand hill southward from Huydowen, and to the N. of the Blenk Sand Hill.

Islands of **DIRECTION**, at the W. entrance of the straits of Maghellan, in the South Pacific Ocean, are laid down by the latest observations in lat. 52 deg. 27 min. S. and long. 77 deg. 19 min. W. being 23 miles S. W. from Cape Pillar, which is the extreme S. W. point of the straits. The variation of the compass is 2 points E. throughout the straits.

Islands of **DIRECTION**, off the N. E. coast of New Holland, are three in number, and are so called because they direct to a channel which goes through a very long reef at a distance from the coast, out of the labyrinth of shoals, rocks, and islands that every where cover the ocean within the reef. Lizard Island, which is

the largest of the three, is S. W. half W. 3 leagues from the channel or passage; and the channel which these point out through the reef, is in lat. 14 deg. 32 min. S. about the third part of a mile wide and as much through. These islands also lie E. N. E. from Cape Flattery, and the others bear S. S. E. from the Lizard Island; by which and the lat. they must be known by any ship that may come in future into that part of the South Pacific Ocean.

DISAPPOINTMENT Bay in the eastern Indian Ocean, is situated in lat. 6 deg. 15 min. N. and long. 127 deg. 20 min. E. on the coast of Mindanao Island. A large hummock forms the N. point of the bay, and a high bluff point opposite to it is the S. point. It is 8 or 10 leagues from Cape St. Augustina to the N. by E. and on the E. side of the island; and the land which is amazingly high to the N. of the cape gradually lowers to a low flat point, off which are two large rocks. Here is a strong current along shore to the southward. This bay, on which account it received this name, is too deep to be of service, and is barred up with shoals and small islands along the entrance, of which only one can be seen till a ship is very near to them.

DISAPPOINTMENT Bay, on the S. side of the straits of Maghellan, lies S. by W. from Cape Tamer; it has Dolphin Bay to the W. and the Bay of Islands to the E.

Cape **DISAPPOINTMENT**, on the coast of S. Georgia, is 4 or 5 leagues to the S. W. from Cooper's Island, which is situated off the extreme part of that island. There are 3 small islands off this cape that are known by the name of Green Islands. The variation about this island is a little more than 11 deg. E. It is in lat. 54 deg. 58 min. S. and long. 36 deg. 15 min. W.

Islands of **DISAPPOINTMENT**, in the South Pacific Ocean, were seen by Commodore Byron in his voyage round the globe; they are two in number, and are laid down in lat. 14 deg. 10 min. S. and long. 141 deg. 5 min. W. and in lat. 14 deg. 5 min. S. and long. 141 deg. 12 min. W. Some accounts, which we think it our duty to mention, state them to be about 4 deg. of long. more westerly, as well as the other islands of these seas; those who have occasion in future to traverse this ocean will, therefore, do well

well to pay attention to these different statements, and endeavour to ascertain which is most correct.

Cape DISCORD, on the E. coast of Greenland, is to the S. W. from Whale Island, and in lat. about 60 deg. 30 min. N. and probably about 44 deg. 30 min. W. long.

DISMITH Gulf, on the Asiatic side of the sea of Marmora, or straits of Constantinople, runs in to the eastward from the S. point of the narrow part of the strait which separates the two continents. It is to the S. of Nicomedia, and a branch, probably, of what is commonly called the gulf of that name; off the entrance of which are clusters of small islands, and a larger island within the gulf at about one third of the distance from the bottom.

DISPANSO Island is one of the small islands of the Maldives, in lat. 6 deg. 15 min. N. and long. 73 deg. 40 min. E.

Cape DISSEADA, on the coast of Terra del Fuego, at the extremity of South America, is laid down by good authorities in lat. 55 deg. 4 min. S. and long. 74 deg. 18 min. W. It is probably a different point from Desada, at the W. end of the straits of Maghellan; if not, the lat. is probably a mistake for 53 deg. which is probably not far from the truth, and the variation as to the long. is easily accounted for.

DIU, a small island on the coast of Guzurat, on the W. side of the peninsula of India, on which is a town of the same name, having a double ditch. It is only 3 miles long and 1 broad. Vessels which are admitted into the town may anchor in one of these. It is in lat. 20 deg. 57 min. N. and long. 69 deg. 58 min. E. There is 3 fathoms and a half between the island and the main. Some accounts lay down the port as in lat. 21 deg. 37 min. N. and long. 70 deg. 28 min. E. See **DIUS**.

DIVANDUROU, is a name which has been given to 5 small islands in the Indian Ocean, near the Maldives.

DIVE River, in Normandy, on the coast of France, is a river of very short course, rising only below Gasil, and falling into the sea after running about 30 miles.

DIVI Point. See **DEWPOINT**.

DIUL is a sea port town of the Indian Ocean, on the coast of Sinda, situated westward of what is usually called the

East Indies, in lat. 26 deg. 11 min. N. and long. 68 deg. 58 min. E.

DIUS Head, on the coast of Cambaya in the eastern Indian Ocean, the same as **DIU**, already mentioned. To sail for it, ships usually make the River Sinda or Indus in lat. 24 deg. 50 min. N. and long. 70 deg. 50 min. E. and then sail S. E. by E. The land to the southward of this river is low, and there is not more than from 4 to 5 fathoms at 4 miles from the shore.

DIXCOVE, on the W. coast of Africa. See **DICK's** or **DICKY's Cove**.

DNIEPER or **NIEPER River**, the same with **BORISTHENES**, which see.

DNIESTER or **DNEISTER River**, in the Black Sea, has its mouth in lat. 46 deg. 6 min. N. and long. 30 deg. 50 min. E.

Cape DOBBS, on the western shore of the N. part of Hudson's Bay, called the Welcome Sea, is the S. entrance of Wager Bay or Straits, in lat. 65 deg. 10 min. N. and long. 86 deg. 25 min. W. The N. entrance is called Cape Smith.

DOCE or **DULCE**, otherwise Fresh-water River, on the coast of Brazil in South America, has a large bay; without which, but within the sands in the same manner as in the Downs within the Goodwin Sands, or at Yarmouth Roads on the coast of Norfolk, both on the S. or E. coasts of Britain, is the road for ships. It is only 2 leagues from Point Lucena within the sands, but 6 or 7 without them. There is from 5 to 6 fathoms and very good riding here.

DOCKUM, is a city of the part of the low countries called Friesland, situated on the River Ee, sometimes also called Dockum River. It has a good port, and is well situated for the eastern commerce, being on the W. coast of an inlet of the sea on the very N. parts of the low countries between Friesland and Groningen. The passage to it is directly S. from Schiermonikoog Island, a small island off the coast to the E. of Ameland. It communicates with the interior parts by means of canals, and is situated in lat. 53 deg. 18 min. N. and long. 5 deg. 41 min. E.

DOCRA, on the coast of Barbary, is between Cape Razat on the W. and Cape Bonandria on the E. It has a bay which is sheltered from a projecting point of land on the W. side, and the water is more effectually broken off by an island

which almost shuts up its mouth on the N. But there is sufficient space to go in between the island and the E. point, which also projects a little; but whether it affords anchorage within, or any other accommodations for ships that might be desirous of sheltering on that coast in so snug a bay, we have no authorities to warrant our speaking to these subjects with any degree of certainty. It is in lat. 32 deg. 30 min. N. and long. 22 deg. 36 min. E. As Candia is little more than 2 deg. at N. by E. there is not perhaps any necessity to regret our want of information on this head.

DODA, is one of those rivers, on the W. side of the Lagoa Channel on the W. coast of Africa, in the passage to the city of Caran. The river of Lagoa is nearly in the mid-way of the coast between Whidah on the W. and the River Formosa or Benin to the E. S. E.

DOECK, a buoy so called within the channel of the Ems, behind which the flood tide sets very strong into the Gat or Channel so called; of that indraught it is particularly necessary that all ships should be extremely careful. The Camper Buoy is within it, the course to which is S. S. E.

DOEMBURGH is on the E. shore of the Baltic Sea, or the W. coast of Courland. In sailing to the northward keep along shore in from 5 to 7 fathoms as far as to the E. of Luferoort Shoal; and then go no farther off to sea than till this point bears E. S. E. keeping on in the same course till the E. side of the S. point of the island of Oesel bears at N. N. E. The most northerly point of the land here is called Domenefs.

DOFAR, or DAFAR, a port or rather a road only of the Arabian Sea, on the coast of the country so called, is N. E. by N. about 50 leagues from Cape Fartash or Futtock, all the coast between being wild and without shelter. There is a high bluff land about 3 leagues short of it, off which this port may be seen along the shore at about E. N. E. half N. A deep bay is along this coast at 10 leagues short of Dofar, which has neither road nor shelter, and generally no soundings; and though there is a road off the point, it is nothing but a plain strand. To anchor in Dofar Road, bring the high round point to bear W. by S. and a point that makes a little low hook to the E. of the town at E. half S. at the distance of a mile from the shore; also bring a par-

ticularly high house in the town to bear N. N. E. easterly; when the ship will be in 5 fathoms and a half, in a hard clay ground. Moribat, the best road on the coast, is about 9 leagues E. from it. The lat. of Dofar is about 16 deg. 30 min. N. and long. 53 deg. and a quarter E. The tides on this coast are very uncertain, though the water will sometimes rise and fall 7 or 8 feet; but generally it follows the course of the winds, though it will sometimes run strong to windward at full and change for 3 or 4 days. Ships upon this coast, when the easterly Monsoon is set in, which are desirous of getting to the eastward and saving their passage, may take the advantage of these settings of the current against the wind; but they must keep the shore close on board, and, by skilful management, ships have thus gained the length of the Persian Gulf, and prevented the effects of running back to a coast, where no accommodations or shelter are to be expected.

DOGGER and BOAT Rocks, are two rocks to the N. of Hartlepool on the coast of Durham, about a mile from the shore, and two leagues to the N. of that haven. The Dogger, which is largest, appears above water something like a ship in the water, keel upwards; but the other is 2 fathoms under water at the ebb, though other accounts say it has only 7 feet water upon it at low water.

DOGGER Bank, is a very extensive sand bank between the E. coast of Britain and Holland, and lies between what is called the Well Bank and the Broad Fourteens. At its westernmost point, which is nearly 12 leagues E. from Bridlington on the Yorkshire coast, and is the shoalest point, there is not less than nine fathoms, and it extends nearly E. N. E. and N. E. by E. to within 20 leagues of the coast of Jutland, being in some places above 20 leagues broad, but running out very narrow and pointed at the E. end. It is shoalest in general towards the English coast, and along the middle; but has in some places 25, 26, and even 27 fathoms upon it. As a noted station for the cod-fishery, whither both English and Dutch boats repair in considerable numbers, it is mentioned here, because there can be no fear of ships miscarrying for want of water. On the S. side of it towards the W. end are the Great Silver Pits, a narrow and irregular ground, having 10, 12, and 15 fathoms water deeper

deeper than on the adjoining bank on the N. The Well Bank lies to the S. of these Silver Pits.

DOGORET Lights, are in lat. 58 deg. 56 min. N. and long. 22 deg. 30 min. E. They are on the W. coast of Norway, on a remarkable point of land in the way to Bergen.

DOGS Head, the easternmost land of the coast of Lincolnshire, as it is represented in some charts; but whether it is the same with Leger Ness, or Skeg Ness, or any of the points of land near the turn of the coast, from Boston Deep Point towards the S. entrance of the Humber, it is not in our power to determine.

DOGS Island, one of the smaller Virgin Islands, to the W. of Virgin Gorda, and E. of Tortola, in lat. 18 deg. 20 min. N. and long. 62 deg. 55 min. W.

Island of DOGS, as observed by Le Maire, in the S. Pacific Ocean, is in lat. 15 deg. 15 min. S. and long. 136 deg. 30 min. W.

DOG's Nose, a point or Cape, on the starboard side of the passage or channel into the harbour of Cork. It is situated on the very point of the inner entrance into the basin which goes up to the garrison, with a tower upon it, and a fort called John's Fort. Ram Head and James's Battery are on the larboard Cape of this inner entrance.

DOILART or DOLLART Bay. See DOLLART and EMBDEN.

DOL, on the N. coast of France, between St. Maloes and Auvranches, is in lat. 48 deg. 33 min. N. and long. 1 deg. 46 min. W.

DOLCE Golfo, or Freshwater Gulf, in the S. western bight of the bay of Honduras, and to the W. of Port Omoa. By means of this gulf, and the river which falls into it in this narrow part of the kingdom of Mexico, the inhabitants of the city of Guatimala, only at eight leagues distance from the Pacific Ocean, carry on commercial negotiations with Spain. Though it is 40 leagues distant from the gulf of Mexico; yet a considerable part of this is shortened by means of the navigation of this gulf. See AMATIQUE.

DOLCE Rio, or Freshwater River, is one of those inconsiderable places on the W. coast of Africa, to the N. of Cape Verde. Gunar, and some other places, lie between these two points of land.

N. B. Any words of similar sound, not found here, may be referred to under the word DULCE.

DOLCIGNO or DULCIGNO, is a town of Albania in Turkey, on the E. side of the gulf of Venice, having a good harbour and a strong castle; it is situated about 15 or 16 leagues to the S. E. from Ragusa, in lat. 42 deg. 12 min. N. and long. 19 deg. 14 min. E.

DOLGELLY, a small and poor town of Wales, in the county of Merioneth, is within land, situated on a river of the name of Avon, about 10 miles from the Irish Sea. It is mentioned here on account of its lying near the foot of the lofty mountain of Cader Ydris, which is near it, and rises to the height of 950 yards above the level of the Green of Dolgelly. From a comparatively low part of this mountain the sea may be plainly seen to the W. as far as Bardsey Island, off Brachypult Point, the extreme part of the gulf which runs in to the N. to Traeth Mawr Bay. It is thereby rendered a very noted sea-mark, and would be of great use to ships in these seas, were it not that on account of the coast of Carnarvonshire's stretching off towards the S. W. in the form of a long peninsula, few ships come near enough this coast to render it of much service for that purpose. If at any time that should happen to be the case, the nature and form of the coast, with the additional aid of this mountain within land, must point out the situation of a ship.

DOLLART Bay, is a large gulf or bay, in which the city of Embden is situated on the N. side, at the extreme part of that part of the low countries to the N. which is called Groningen. It divides the country of East Friesland within the limits of Germany on the N. E. from the low countries to the S. W.

DOLPHIN Bay, in the straits of Magellan, is 10 leagues from Swallow Bay, and is a good harbour and clean ground in every part. To go in, keep nearly in mid-channel, the points of the entrance being somewhat rocky, so as to require each way a good birth, and anchor nearly in the middle, in 27 fathoms, in sand and flat rocky ground. It is in lat. 52 deg. 58 min. S. and long. 76 deg. 7 min. W.

Cape DOLPHIN, the E. point of the N. entrance into Falkland Sound, which separates the two principal of the Falkland Islands, is 8 leagues distant from Cape Tamar or the W. point of the same entrance. At about 5 miles N. by W. from Cape Dolphin is the Edystone Rock,
2 N 2 which

which is a mark to point out the opening of the Sound; and Cape Howe is about 16 leagues at E. N. E. half E. from the cape.

DOLPHIN Foreland, near the E. end of the straits of Maghellan, is 14 miles at W. by S. half S. from Cape Gregory, and near 5 leagues N. N. E. half E. from the N. end of Elizabeth Island. It is in lat. 52 deg. 43 min. S. and long. 71 deg. 6 min. W. Variation two points to the E.

DOLPHIN's Island, in the same straits, is 7 miles S. W. from Cape Shut up, and 11 miles E. 21 deg. N. from Cape Froward, the extreme S. point of the continent of South America. It is in lat. 53 deg. 59 min. S. and long. 71 deg. 41 min. W. Variation 2 points to the E.

DOLUATH Haven, in St. Bride's Bay, South Wales, is on the N. side of the bay, and nearly E. from the city of St. David's. It is well sheltered from N. E. as well as N. and W. winds, but is open to the S. W. The Shirlater Rock is on the W. side of the haven.

DOMBURG, is a town of the island of Walcheren, belonging to Zealand, situated next the sea at the distance of three leagues N. W. from Middleburgh; to which the flat called the Querns extends from the northward of Calco, and the East Gat or Channel lies in between them, having from 4 to 5 fathoms water. To sail either in or out, bring West Chapel to the northernmost pier of Walcheren, which will be readily known. The Land Deep Channel runs in between the Querns Sand and the shore, and has three fathoms and a half water; to find which, in coming in from the sea, run athwart Domburg into 2 fathoms and a half, keeping as close to the shore as possible, and sounding in passing along, and run in by the piers or heads of Walcheren. It is also a mark for finding the Stone Bank, which a ship will be athwart when Middleburgh comes over Domburg, either within it, if within two leagues of land, or without it if three leagues and a half or 4 leagues. See STONE Bank. Ships pass by this bank in coming out from Flushing, either by the Bodkil or Land Deep Channels; and to go without the Bank, bring Middleburgh half way between Domburg and East Chapel, and so sail towards the land; but to sail within it, or to the southward, bring West Chapel at E. S. E. right on the black

valley of the sand hills, in from 8 to 10 fathoms water, and so run right in. Domburg is also a mark for the Oyster Bank Sand, which lies a little from the S. W. end of the Stone Bank; to avoid which, if East Chapel be brought a little to the eastward of Domburg, ships may sail towards the shore, having deeper water, and so run along towards Flushing.

DOMEA River, which falls into the gulf of Cochin China, or Tonquin more properly, on the coast of that empire, is sometimes called Chaule. It is a great river, and runs to the southward through the province of Tonquin; on which are situated the capital of Keccio and many of the other towns of the province. It is situated at W. S. W. from Canton, and about N. W. from the island of Ainan or Hainan.

DOME's Nefs has been already mentioned under DOEMBURGH, as the extreme N. point of land opposite to the island of Oesel on its N. W. Between these two points, in the fairway of the channel, is 18 fathoms; and having passed them, the gulf of Riga opens to the S. eastward, and the water deepens into 20 and 24 fathoms. Off this point of Dome's Nefs, there is a reef which runs out for a league and a half, and must therefore have a birth sufficient to clear it. Ships may run past it by the lead in from 6 or 7 to 10 fathoms, as wind and weather serve. When the point bears S. S. W. a ship is on the W. side of this reef, but at S. W. by S. or a point more W. is the mark for being right athwart the very point of the reef; and when it bears two points more W. or at S. W. by W. then will a ship be clear of all the dangers of this point, and may stand away S. E. for Riga. The distance from Dome's Nefs to Riga is exactly 20 leagues, in the direction of S. E.

But ships in returning from Riga frequently come to anchor under Dome's Nefs. It will then be necessary, in order to avoid the reef in coming round the point, to steer away N. N. E. or N. E. by N. keeping 9 or 10 fathoms at least by the lead, till the necessary distance, as just stated for coming round from the westward, be obtained, and then observe the same directions. Runen or Round Island lies at E. by N. easterly from this point of Dome's Nefs, at the distance of eight leagues. Ambrook Island, contiguous to Oesel Island, is 7 leagues N. E. from Dome's

Dome's Nefs. The lights upon the Nefs are in lat. 57 deg. 39 min. N. and long. 22 deg. 16 min. E.

DOMÉ's Nefs, on the coast of Norway, is four leagues from the small island of Swan Holm, that lies near the shore, but has a channel round it, through which ships may sail. They may also anchor under that island, on which a warder is constantly stationed, either in coming to the eastward or westward, in 4 or 5 fathoms and a clean sandy ground. Ships which sail on this coast beyond the latitude of Bergen, unless they keep off from land in the open sea, should never attempt to pass among the vast numbers of islands and deep sounds on the coast of Norway without pilots.

St DOMINGO, is the capital city of the large island of Hispaniola in the West Indies. It is situated on the S. side, at the mouth of the great river Ozama or Isabella, in a fine plain, which extends for more than 30 leagues in length, and from 8 to 12 in breadth; by which means it appears to much advantage from the sea. If this spacious tract, instead of being overrun with forests and underwood, were put into a state of cultivation, it would furnish provisions to the amount of near a million sterling, and might be colonized with a certain prospect of gain. But there are some intervals of pasture land interspersed, which serve to feed numerous herds of cattle. Perhaps it was at first called Dominick, in honour of St. Dominick. It is a large and well-built city, and has a good port, and nothing to resist the entrance into it; for it has no less than 15 fathoms water at the bar, and is large and safe within. It is defended by several batteries, and has a castle at the end of the pier, with two half moons within it, and reaches by means of two bulwarks to the river. There is a round tower also on the other shore, near the S. bulwark. It is situated on the E. side of the river, in lat. 18 deg. 25 min. N. and long. 69 deg. 50 min. W. Its trade, since the Spaniards have turned their attention to Mexico, has been considerably diminished; but the greatest part of the commerce of the island is managed at this port.

St. DOMINGO Island, is the island of which the preceding article is the principal or capital city, which is frequently known by this name as well as that of Hispaniola. It is situated between Jamaica

and Cuba Islands, which lie to the W. and N. W. from it, and the lesser island of Porto Rico on the E. and is about 400 miles in length and 120 in breadth, between the lat. of 17 deg. 37 min. and 20 deg. N. and from 67 deg. 35 min. to 74 deg. 15 min. W. long. The distance from the nearest point of Cuba Island is about 13 leagues, and is called the Windward Passage. On some part of this island sugar has been cultivated with much success, which is generally of a superior quality to that of the other islands, so as to produce 3 or 4 shillings a hundred weight more. Near 30 years ago, in 1767, the French, exclusive of the eastern part of the Island, which was possessed by the Spaniards, exported from hence a quantity of produce to the following amount, viz. 124 millions weight of sugar; 1,769,562 lb. of indigo; 150,000 lb. of cocoa; 12,197,977 lb. of coffee; 2,965,920 lb. of cotton; 8470 packages of raw hides; 10,350 sides of tanned hides; 4180 hogheads of rum; and 21,104 hogheads of molasses. The smuggling trade, in addition to this prodigious quantity of the different articles, might also be estimated at one-sixth more; and persons conversant with the nature of the island assert, that it might be increased by cultivation to produce at least one-third more.

DOMINICA Island, in the West Indies, is to leeward of the other islands, and usually called the last of the Leeward Caribbee Islands, in the direction of N. W. but the Spaniards call it the last of the Windward Islands. It is between Guadaloupe to the N. W. and Martinico to the S. E. and about 10 leagues from each of those islands. From N. W. to S. E. it is about 28 miles in length, and about 12 in breadth where it is broadest; and lies in lat. 15 deg. 15 min. N. and long. 61 deg. 28 min. W. It has Margalante Island about 5 leagues to the N. E. There is good anchorage all round the coast of the island; but it has neither port nor bay; though some of the capes afford shelter for shipping behind them.

DOMINICA Island, one of the Marquesas of Mendana, in the S. Pacific Ocean, being about 6 leagues in length, and 16 in circuit, in lat. 9 deg. 41 min. S. and long. 139 deg. 3 min. W. This is the most westerly of all the islands so called.

DOMMEL,

DOMMEL, is a river of Brabant, which rises in a morass to the S. of Peer, and passes by Bois le Duc, where it receives the Aa River, and joining the Meuse forms with that river and the Wahal the island of Bommel.

DON, the name of a river on the E. coast of Scotland, in the county of Aberdeen. It is noted for its salmon fishery, as well as Urie Water, and we are told with much confidence that a space of between 200 and 300 yards only has produced 2000l. in one season.

DON or **TANAIS** River, in the sea of Azoph, into which it falls below the town of Azoph, in the N. E. angle of that sea. It forms the limit or boundary between Europe and Asia to the N. eastward from that sea. Along the N. coast of the Don, near the mouth, are several forts for the protection of this river; but the river itself is in some places so shallow, that barges cannot proceed in it without some difficulty. On the S. side is the fort of Azoph, in lat. about 47 deg. 10 min. N. and long. 41 deg. 30 min. E. At its influx into this sea, it forms several islands from its different mouths.

DONA or **COSTA DI DONA** Islands, on the coast of Sardinia Island, in the Mediterranean, is 16 leagues at S. by E. from Point Pene or the N. W. point of the main island. They are near the middle of the W. side of the island, and about three leagues at N. by W. from Point St. Marc.

DONAGHMORE Bay, is on the E. coast of Ireland, between Wicklow on the N. and Wexford on the S. It is formed by a small point of land to the S. E. of it, and is the direct mark for passing within the banks of this coast through the channel between the middle and S. grounds. When the castle of Donaghmore is brought to bear at W. by N. or W. N. W. run right in, and come to anchor just within the point before the place. The point of Donaghmore, which forms the bay, is but low. If the castle can be seen a little open of this point, it is the sure mark for this channel, where is 15 to 16 fathoms to the very shoaling of the shore.

DONDERM Haven, on the E. coast of Ireland, the same as **DUNDRUM** Bay, which see under that head.

DONDRA Point, or **DONDER** Head, the S. extremity of the island of Ceylon in the East Indies, is in lat. 5 deg. 52

min. N. and long. 80 deg. 50 min. E. After passing this point to the eastward, a N. E. course, as soon as a ship gets into 20 fathoms water, will go clear of the Basses, Abaxos, or Shoals, that lie in different places a few leagues distant from the S. E. coast of this island.

DONEAN'S Bay, on the S. W. coast of Ireland, lies between Three Cattle Head and Sheep's Head. The lat. is 51 deg. 28 min. N. and long. 10 deg. 6 min. W. It is an excellent place for ships to run into, though it is not a place of any trade, and therefore little frequented. It has good anchoring-ground in every part. More usually it is known by the name of **Dunmanus** or **DUNMANUS** Bay, which see.

DONEGAL Bay, sometimes called **DUNAGAL**, on the W. coast of Ireland, is taken in a larger or lesser sense for the whole of the sound, or for the inner part of it near the town so called, and sometimes known by the name of the haven or harbour. In the former sense it is comprehended within the point of Cape Telling at N. W. and Ballenden Point at S. E. and contains several inlets or bays, in which ships may ride both on the N. and S. shores; as Kellbegh, Mac Swim, and Donegal bays and havens on the N. shore, beginning from the W. and Berry and Ballishannon havens, with Bendorf and Bundat roads, on the S. shore, beginning from the N. E. and all within the island of Enismurphy. In the more limited sense, it is confined to the haven at the bottom of the sound, about two leagues to the E. of St. John's Point on the N. shore, between which is good anchor ground along the coast. To sail in there, beware of the eastern shore, which is very foul, with dry places and rocks; and on coming abreast of a small castle, which stands on the N. side, it is necessary to avoid a little reef that lies off from the shore. Having passed round the point of this reef, go over again to the N. side, because the S. side then becomes flat and shoal. A very considerable fishery of herrings is carried on here; and it is about 10 miles to the N. E. from Ballishannon, in lat. 54 deg. 30 min. N. and long. 8 deg. 50 min. W. But we think it necessary to mention, that ships cannot always avail themselves of the secure shelter which this haven generally affords to them; for the current is so rapid, from the effects of great land-floods after

after heavy falls of rain, that if the wind is not very strong and particularly favourable no ship can possibly stem it to get within the harbour, though this perhaps may be more especially applicable to the haven of Ballishannon. But the other bays and roads of the sound will always in those cases afford protection to ships till the effect of those floods is weakened. The town is situated at the mouth of the Esk, 4 leagues to the N. from Ballishannon, and at the bottom of the bay to which it gives name.

DONKERNEY Bay, is a small bay on the N. shore of Kilmore Sound, at the S. W. extremity of the coast of Ireland, and bears N. N. W. from the snug Bay of Killarush, on the S. shore of the same sound. It is a fine road for ships of any draught of water.

Cape DONNA MARIA, on the island of Hispaniola or St. Domingo, in the West Indies, is in lat. 18 deg. 37 min. N. and long. 74 deg. 27 min. W.

DONNORLING Harbour, sometimes called **DUNVARLING's Harbour**, is to the northward of Blasques Sound, and facing the Western Ocean. A small island lies before the harbour, which serves to break off the sea considerably. There are 3 small islands along the coast, to the northward from its W. point, which, as well as the Blasques Islands, on its S. W. are more than sufficient to point it out.

Dood Point, in the gulf of Cambaya, is a noted point of the W. shore at the entrance of the gulf. It is near Gunduck, and is made by all ships going northward into the gulf; from whence to the road of Gogo it is 10 leagues distant. Here is a very great indraught of the tide, which runs very strong, especially near the full and change, of which ships passing in or out must beware. See **GOGO**.

DOOMBAR Sand, on the N. W. coast of Cornwall, at the entrance from the sea into Padstow Haven, is only about a cable's length from the land, and requires particular attention to avoid it, which renders it necessary to keep the starboard shore close on board. The particular care which has been taken to avoid or surmount the difficulties of going in under the high land of this shore will be found related hereafter, under the article of **PADSTOW**; which see.

DOORLOG or DOORLOY Channel, is one of the four passages for great ships

between the island of Walcheren and the Flemish coast. They are often known by the general name of the Weilings, because the channel so called is the largest of them; and the sands between these channels are also known by particular names. To sail out of Flushing through this channel, put out to sea when the tide has flowed an hour or two, so as to be able to reach the length of the shoals at half flood or towards high water. Having first run along the shore, and then N. N. W. till the West Chapel comes on within two ships length of the point of the sand hills; and then observe particularly these directions, which form the critical part of the passage. Having got West Chapel in this position, it must neither be brought farther out, nor must a ship approach any nearer to the point of the sand hills, which will bring her upon the sand called the Raen. St. Ann's flat steeple, situated to the westward of Sluys in Flanders, will then be among the E. sand hills of Cadfant Island; and having got these two marks, sail out by this channel of Doorloy to the N. W. and N. W. by W. And when this steeple of St. Ann comes to the westward of the aforesaid sand hill, the castle of Sluys also will then come beyond it; keep it so, and run on N. W. by W. which will bring a ship clear of both the Raen and Rases sands.

It is necessary to observe farther, that if West Chapel comes without the sand hill before St. Ann comes without the aforesaid sand hills, a ship will be too far to the northward, and too near to the sand of the Rases; and on the other hand, if St. Ann comes without the sand hills of Cadfant Island before West Chapel is on with the end of the sand hills, a ship is then too far to the southward, and just against the sand of the Raen. The best of the channel is, when West Chapel comes to the point of the sand hill, and St. Ann without the sand hills of Cadfant at the same time.

But in order to find out this channel, by ships coming in from seaward, run as far as the Raen Sand by the lead until West Chapel comes within a mast's length of the Stone, and so sail in, continuing to take soundings of the Raen. Run along the edge of this sand till St. Ann comes on with the before mentioned hills of Cadfant; after which run on S. E. by E. which will soon bring ship

a ship over the shoalest part of the channel into deeper water. Much will depend in this respect on a good knowledge of the setting of the tides, so as to steer in such a manner that the course which is necessary to be made good may be ascertained by the proper allowances for lee way. The tide of flood, it must be noted, first falls into the Doorlooy in the direction of S. which is also to be observed of the after ebb; the flood changes afterwards to a S. S. E. direction, and then again takes a direction southward. It is proper, therefore, to sail into the Doorlooy with the first of the flood, to steer E. S. E. by which the danger of falling upon the Raen will be avoided; and, having thus come out of the sea, along the Raen, till St. Ann be hid among the sand hills of Cadfant Island, steer away so long till West Chapel comes on with the point of the sand hills, and then run away boldly for Flushing.

DORAN Island, is one of the two islands, of which Zearn is the other, that are situated nearly two miles northward from the Tuscees and St. Maude Islands, to the N. W. of Brehat on the N. coast of France, without these, and to the N. eastward into the sea, the ground is all foul and rocky.

Cape DORCHESTER, is up the inlet to the N. E. from Cape Charles towards a channel which communicates with Davis's Straits, and thereby forms a large island of the form nearly of a rhombus. We have noticed already that Cape Charles, the most westerly point or angle of this island, is on the E. side of Hudson's Straits.

DORDOGNE, or DORDONNE River, in France, is the eastern branch of the river of Bourdeaux, which joins the Garonne below that city. Its course from the interior part of the country is nearly in the direction of W. but as it draws nearer to the Garonne, as if unwilling to relinquish its importance as a river by losing itself in the all-devouring jaws of that superior rival, it holds off for some space to the N. W. till at last it seems reluctantly to surrender itself to the mercy of its more powerful competitor.

DORDRECHT, or DORT, is situated on an island of the Maes or Meuse River, 5 leagues to the E. from Rotterdam, in lat. 51 deg. 40 min. N. and long. 4 deg. 46 min. E. The Island of Ysselmonde is to the N. W. of it. The town is

large and full of inhabitants, and its situation for commerce, especially in wine and corn, and other produce of Germany, and other countries near the Rhine and the Meuse, is extremely convenient. By means of two canals loaded vessels can enter the city. The directions for sailing up the Maes will be found under the heads of MAES, SCHEIDAM, DELFT, and ROTTERDAM.

DORE Cape, or GILT Cape, is about 30 leagues from Annapolis in Nova Scotia, in North America. It is within the Bay of Fundy, on the S. E. side of that extensive sea or inlet.

DORE Haven, by the Dutch called Klady, is at the N. W. point nearly of the coast of Ireland, and within the rocks called the Stags or Stakes of Arran. It is a dry harbour, and has many islands lying off it; between which and the shore, and all along that coast, from Horn Head to Arran Island, there is good anchor ground. A high hill is near this part of the coast, at some distance within land, which can be seen before any other land hereabouts, is visible 9 leagues off to seaward; and when that bears E. by S. ships may run right towards it, and directly fall in with the great island of Arran, and thence proceed to any part of the coast.

Cape DORFUI, on the coast of Ajan, on the E. side of Africa, to the S. westerly from Cape Guardafui, is in lat. 10 deg. 15 min. N. and long. 50 deg. 44 min. E.

DORMET Island, is a very small island, at the entrance into Tatamagache Bay, on the southern coast or main continent of the land of Nova Scotia, and on the S. side of the channel between it and St. John's Island on the N. It lies about W. S. W. from Wood Island on the coast of the island, and about S. W. by W. from another small island, also on the coast of the island, at about 3 leagues distance.

DORNBUSH Point, is the most westerly part of the Island of Rugen, in the Baltic Sea, to the southward of which about 2 leagues goes in the jette or entrance into Stralsund or Sound. It is a high and steep land, though there is good anchorage near it for E. N. E. and S. E. winds in 3 and 4 fathoms, being a very regular bottom and a clean and hard sand. Bring the church over the point, and the point at N. N. E. and anchor any where at pleasure. It is one of

of the 4 points of the island, and Whitmond Point is 4 leagues at N. N. E. from it. Pilots may be had at Dornbush to go to Straellond through the jette.

DORNOCH Frith, in the N. E. part of Scotland, is to the N. of the Murray Frith. Tarbat Ness is the eastern point of it; and on the W. the land trends away to the N. from the point of Dornoch, on which the town so called is situated. It forms an *Æstuary* which runs into the land very considerably to the westward, into which several rivers discharge their waters; but by means of a lake through which the principal river passes, the distance from its source to the western sea must be extremely small, being separated only by a narrow ridge of hills.

Cape DORO, on the coast of the Archipelago Sea, is in lat. 38 deg. 2 min. N. and long. 25 deg. 12 min. E.

DOROTUS River, on the W. coast of Africa, falls into the sea at Cape Non, which is 10 leagues to the S. S. W. from Cape Gilon. It has a very good road for ships at its mouth, and is situated in lat. 28 deg. 47 min. N. and long. 11 deg. W. It is 18 leagues S. W. by S. from thence to Amfelli.

DORPIN, is a trading town of the W. coast of Africa, 5 leagues E. from Corbe la Hou. At the E. end of the well, which is called the Bottomless Pit, ships may ride very near the shore, and there procure slaves and also some gold. It is 15 leagues from hence farther E. to Affine or Afshinie. See **ASSINE**.

DORSES Cape, is the headland of an island, which lies at a small distance from the main, within which ships may ride, or pass through as they may find expedient or agreeable. In passing through give the point of the main land a small birth, as it is foul ground on that side, but on the island side there is sufficient space, and a very safe road. Several large rocks are without the cape of the island, but there is abundant room to pass between them any where, as the passages are all safe and clear. This cape is off the S. W. coast of Ireland, and about 6 leagues to the N. W. from Mizen Head, and the same distance in the same line of direction or S. E. from the Skelligs Rocks. Within these limits on the N. E. is Kilmore Sound, and to the S. E. Beer Haven and Bantry Bay.

Indeed there are bays formed here by almost every point of land, for the security of ships and the benefit of commerce and navigation.

Cape DORSET, a point of land to the W. of Cape Cook, near the E. entrance of Hudson's Straits, and situated to the S. E. from Cape Charles.

DORT, on the coast of the Low Countries, situated in the German ocean, is in lat. 51 deg. 47 min. N. and long. 4 deg. 40 min. E. and has high water on full and change days at 3 o'clock.

DORTPOOL, at the mouth of the river Dee below the city of Chester, the channel to which is on the E. of the Bug Sand. Keep near to this sand in going into Dortpool, to avoid the sand called the Outcars, which appears at low water, and is off Kirby Church, about half way between the shore and the Bug Sand.

Islands DOS BANHOS. See **BANHOS**.

DOSEL Island, in the Baltic Sea, on the coast of Livonia, is in lat. 58 deg. 20 min. N. and long. 23 deg. E.

DOUARNE NEZ Bay, on the coast of France, is to the S. easterly from the harbour of Brest. It is nearly parallel to the S. side of the peninsula with the S. part of the road of Brest. Accounts have been given under Camaret and Dinan, of the nature of the rocks and sands which run out W. from Camaret. Chevre Bec or Point, called also Bec du Ras, has also afforded us an opportunity of speaking particularly to the state of the coast here. This point is the western limit of the bay, from which the land bears away at N. N. E. and forms a deep and spacious basin or bay, in turning to the E. and round to the S. In many charts and maps it is called Hodiern Bay.

DOUBLE Head Shot Keys, in the W. Indies, are some of the small islands, rocks, or keys, so called, forming the clusters of the Bahamas or Lucayos Islands, situated in lat. 24 deg. 8 min. N. and long. 80 deg. 8 min. W.

DOUBLE Island Point, on the N. E. coast of New Holland or New South Wales, is so called because it makes like two islands, and is situated in lat. 25 deg. 53 min. S. and long. 153 deg. 12 min. E. The land within it is moderately high, and tolerably level. On the N. side of it are some white cliffs; and the coast trends away to the N. W. from hence

hence so as to form a large open bay, called Wide Bay.

DOUBTFUL Harbour, on the W. coast of the southern Island of New Zealand in the S. Pacific Ocean, was so named, because it presented a doubtful aspect, without the certainty of affording any shelter; or if it does, whether it is so formed, as to give any real advantage to ships which may at any time come upon that coast. It is situated in lat. 45 deg. 16 min. S. but the entrance has such very high land on each side of it, that the winds can only blow right in or right out. The long. of this part of the coast may be about 168 deg. 50 min. W. and the variation to the northward of it is 14 deg. 31 min. E.

DOUBTFUL Island, seen by the French circumnavigator, *Monf. Bougainville*, in the S. Pacific Ocean, in lat. 17 deg. 20 min. S. and long. 141 deg. 38 min. W.

DOUBTLESS Bay, on the N. E. coast of New Zealand, is about 7 leagues to the W. of *Cavalles*, and is a deep bay in the direction of S. W. by W. and W. S. W. The entrance of it is formed by two points, which bear from each other at W. N. W. and E. S. E. at the distance of 5 miles. For the lat. and long. See *CAVALLES*.

DOUCE River, on the W. coast of Africa, is nearly E. N. E. in the direction of the coast northwards from the noted promontory or projecting point of *Cape Verd*, at the distance of about 16 or 18 leagues, in lat. 14 deg. 54 min. N. and long. 11 deg. 5 min. W.

Cape DOVE, on the coast of Nova Scotia, is 6 leagues to the S. W. from *Prospect Harbour*, and 4 from *Margaret's Bay*. It is the N. E. point of a bay, which has an island near the W. entrance; beyond which to the S. W. also is *Port del Hive* round the cape so called. It is to the S. W. of *Chebueto Bay*, in which the town of *Hallifax* is situated, in lat. about 44 deg. 20 min. N. and long. 64 deg. W. according to the latest and best authorities.

DOVE Rock, a great ledge of rocks so called, situated about 7 leagues to the S. S. W. from the Island of *Guernsey*, and above a league in length. It is also W. by N. from the *Barnue Rock*, of which due notice has been taken.

DOVE Sand, is a bank within the *Hyle Sand*, off the N. E. point of land, or

northern entrance into the *River Dee* below the city of *Chester*. There is a good channel between them, by which ships may either pass through, or ride safe in any weather. The *Dove Sand* comes off from the point of land, and stretches both ways along the shore on the N. side of the *Dee River*, and into the entrance of the *River Mersey* below the town of *Liverpool*.

DOVER, in Kent, on the narrow part of the English Channel, nearly opposite to *Calais* on the coast of France. It is one of those towns which are known by the name of the *Cinque Ports*, and is situated in a valley, round which, except to the sea, it is environed with hills. By the late act of parliament for furnishing 20,000 seamen to the navy, this port is to supply 259 men. The cliffs about it are very high. In time of peace it is the station for the packet boats or vessels from this country to the continent, having a very good tide harbour, and a place of good resort. It lies about W. S. W. from the S. Foreland at the distance of a league, in lat. 51 deg. 8 min. N. and long. 1 deg. 18 min. E. It is high water here at spring tides about half past 11 o'clock. To stand into this harbour in a gale of wind, the greatest care is necessary, as there is a counter current, which sets right athwart the mouth of the harbour from the last quarter flood till the end of the first quarter ebb. There is near 20 feet depth in the harbour at the time of the spring tides; and usually 10 feet on the bar at half flood. The counter current, it is to be observed, is scarcely more than a cable's length broad. The *Gunman* lies about S. S. E. 8 miles from it, and the nearest end of the *Ripraps* about S. by E. 12 miles. When a ship is about half channel over, if she is bound into the North Sea, a course of E. S. E. will carry her clear both of the *Goodwin Sands* and all the *Flemish Banks*.

It is also to be noted, that the flood which comes from the westward sets in the direction of N. E. by N. and the ebb the contrary way towards *Dungeness*; but as the current of the flood tide sets both from the N. and W. and the waters accumulate and coalesce in the neighbouring part of the channel, great attention should be paid by ships coming into this narrow part of the ocean, as the waters must be very sensibly affected by the

the nature and degree of force with which the winds agitate them, and accelerate or retard the current.

If a ship, in coming round the S. Foreland from the N. E. be taken short by westerly or S. westerly winds, and, either from choice or necessity, finds it expedient to go into Dover Road, she may stand in from the Foreland at S. W. by W. till the Whiteway which is to the N. W. of Dover Castle comes right over the hill that stretches out from Dover Castle, or between the hill and the square tower of St. James's Church in Dover. In that situation anchor any where at pleasure in the depth of from 8 to 14 fathoms.

DOUGLAS Bay in the Isle of Man, is about 2 leagues and a half to the N. E. from Derby Haven, on the E. side of the island, where there is good anchorage in 20 fathoms water. It presents, as we learn from recent accounts, a beautiful and romantic scenery; but the entrance to the harbour is said to be narrow and dangerous, and the Light-House and Key are declared to be in a very ruinous condition, to which the loss of many vessels has been attributed. Such, we are told, is the state of the largest and best harbour of the island; which is situated in lat. 54 deg. 7 min. N. and long. 4 deg. 29 min. W. and has high water at spring tides about half past 10 o'clock. It is nearly central for the English, Scots, and Irish shores, and consequently is well frequented. Some ships, instead of anchoring here, prefer going farther up to the westward till Douglas Head comes at S. S. E. or S. where is anchorage in 8 or 7 fathoms, and secure from westerly winds. The haven itself is only a fresh water haven, into which small vessels may go at three quarters flood; there is 10 or 12 feet at high water close to the rocks, but it is dry at the ebb.

Cape DOUGLAS, on the N. W. coast of America, is 10 leagues to the W. of the Barren Islands, and is situated in lat. 58 deg. 56 min. N. and long. 153 deg. 50 min. W. within the entrance into Cook's River. It is high water there in the stream on full and change days between 2 and 3 o'clock, when the perpendicular rise of the water is between 3 and 4 fathoms. The variation here is found to be 25 deg. 40 min. E. The coast trends from hence first to the S. and then to the S. W. quite to the point of Oone-mack.

DOUGLAS Harbour, is within Cape

Dobbs on the N. side of the large inlet called Wager Bay. It is in the extreme N. W. part of that branch of Hudson's Bay to the northward called the Welcome Sea. There are several small islands before it, and its lat. is about 66 deg. 30 min. N. and long. 91 deg. 30 min. W.

DOUNEIT, on the E. coast of Scotland is about 4 leagues to the S. S. W. half W. from Girdleness. It has a bay on its N. side, where there is good anchoring ground in 9 fathoms, when the point bears S. Stone Hive is in the bottom of this bay.

DOURE River, is one of the rivers, that of La Nive being the other, which fall into the port of Bayonne on the coast of France. It is high water here at half past 3 o'clock at spring tides. See BAYONNE.

DOWAY Island, the second of the 4 islands from the northward, called the islands of Ballnefs, near the N. W. point of the kingdom of Ireland.

DOWNHAM, otherwise called DOWNHAM MARKET, on the coast of Norfolk, is on the River Ouse, over which is an indifferent bridge and a port for barges and small vessels. The vast quantities of butter which are sent to London and known by the name of Cambridge butter, are produced in this neighbourhood; for it is sent up to Cambridge from hence by the Ouse, and thence conveyed in the Cambridge waggons to London.

DOWNS, of which we have given some account under Deal, is a noted road for ships off the coast of Kent, extending along shore from the N. to the S. Foreland, and is about 2 leagues in length from N. to S. This road is within those dangerous sands called the Goodwin Sands, and is frequently a rendezvous for squadrons of ships of war; where also mercantile ships in general make some stop, whether they are bound in or out of the River Thames. To anchor in the S. or Great Downs, the best mark for it is to have the S. Foreland light on the S. end of Old Stairs Bay, about S. S. W. and Upper Deal Church on with Deal Castle, when there is 8 fathoms water at S. S. W. half W. about 2 miles and a quarter from the Brake Buoy. For the N. or Small Downs, which lie due N. from the former near two miles, bring Deal Mill upon Sandown Castle, in 6 fathoms water. They are situated in lat.

51 deg. 25 min. N. and long. 1 deg. 30 min. E. and it is high water on full and change days about half past 10 o'clock. See what has been already said of the tides under DOVER. If a ship should part her cable in a southerly gale, when riding in the Downs, and the case is far from being an uncommon one, the only remedy is to stand off towards the Goodwin till the S. Foreland Light comes to S. W. by S. keeping in 9 fathoms water, and then steering N. N. E. till the N. Foreland Light is brought on at W. N. W. then haul round with safety for Margate Roads. To go out of the Downs, Upper Deal Mill brought on with the corner of Walmer Castle will carry a ship clear; but when Deal Church is open with the castle about a ship's length, stand out till the light-house comes in one with the castle, when a ship will be abreast of the S. Sand-Head of the Goodwin; and when the light-house opens to the W. of Folkstone Church with Hay Cliffs, the channel is fair. Observe also not to shut in the Hopeland E. by N. and the S. Sand-Head will be a full league off.

DOWSINGS, off the coast of Lincolnshire, are two sands so called, the outer and the inner, of which it is necessary to give a description. The OUTER Dowsing is due N. from Wells on the coast of Norfolk at the distance of 7 leagues, having 19 fathoms on its S. side, and on its N. side 9 or 10; but there is only 3 fathoms upon the sand. The INNER Dowsing, is about 4 or 5 miles to the N. E. from Skegness on the coast of Lincolnshire, and is 2 miles long in the direction of N. E. by N. and S. W. by S. on which there is in some places no more than 12 feet water.

DOWSON'S Gut, on the N. E. side of the island of St. Christopher's or St. Kitt's in the West Indies, is in the direction of W. N. W. from St. George's Gut, not quite a league, having the point called Giant's Head little more than a mile farther in the same direction of the coast.

DRAAGUET Point, on the N. coast of France, near the Hogue Point to the southward of Cape Barfleur, is foul and rocky, and requires to have a birth of at least a league; which, except a sunken rock at the distance of 5 miles from the coast, will keep a ship without all the dangers with which the shore is all along lined.

DRACO, is a town or village on the W. side of the channel from Elsinour to Copenhagen, which is a mark of distinction, and has been referred to under the articles of Casper Buoy and Copenhagen. See CASPER and COPENHAGEN. The buoy, which is known by the name of Draco Buoy, is S. three quarters W. 2 or 3 miles; and the mark for it is to bring Draco Tree over the W. end of the town of Draco, which will then bear at N. half W. In coming over the grounds in the best of that channel there is only 26 or 27 feet water. From this buoy of Draco to the bank called Brack Ground is 5 or 6 miles to S. E. the mark for which is to bring Copenhagen high spire over the E. end of Draco Town, and the King's country house upon Draco Wood, or open with the W. end of the said wood, which then will bear N. W. by N. and when the high spire steeple is over Draco, it will be at N. N. W. a quarter W. There is only 10 or 11 feet water on this bank, which extends for more than a mile in length. Stedén Point which is 5 leagues and a half or 6 leagues from Draco Buoy at S. W. half S. is also S. W. from this bank, and Falsterborn Church at S. S. E.

DRADATE Port or Harbour, on the African or western coast of the Red Sea, is in lat. 19 deg. 56 min. N. and long. 37 deg. 40 min. E.

DRAGO, or *Bocca del DRACO*, is named from the furious current of the River Paria or Oroonoko, on the N. E. coast of South America, which here breaks out into the sea. The Island Trinidad lies directly before it, and respects the eastern motion of the current, and forces it along the inside of the island to the N. and N. by E. The course to the salt ponds of Punta Rey, or King's Point, is N. half E. along the coast, which also falls in S. so as to make a bay between the islands of Tef-tigos and the ragged shore of Three Points to the W. of the cape or point. The land is hilly as far as the Salt Ponds, but the shore afterwards is low and flat. Margaretta Island is to windward of this point. From the opening of the Bocca del Drago on the N. the coast trends away nearly W. to the E. point of Darien Gulf, some little irregularities only excepted.

Cape DRAGON, on the E. coast of Spain

Spain in the Mediterranean, is N. E. by N. 4 leagues from Palamos, and S. by W. 10 leagues from Cape Creos. It is usually deemed the boundary of the gulf or sea of Narbonne, of which the islands of Hieres are the eastern limit; and in all this gulf there is a great depth of water and a dangerous surge of the sea. Of this, however, we must treat more particularly under Hieres or Narbonne. Marseilles is within this gulf about 40 leagues to the N. E. from this Cape. See **HIERES** and **NARBONNE**.

DRAGONERA Island, is a small island off the W. point of the island of Majorca scarce a mile from the shore. There is a good channel within it, or good riding under it in from 4 to 6 fathoms and excellent ground.

DRAGONERI Islands in the Archipelago, are on the E. side of the large island of Serigo, nearly at mid way from N. to S. off a projecting point of land easterly. The lat. may be considered as the same with Serigo; and as to the long. it must be obvious that it will be unnecessary to mention it particularly, after knowing that of Serigo.

DRAKE'S Bay, amongst the small islands called Virgin Islands in the West Indies, is asserted to have afforded an asylum for Sir Francis Drake, in his way to attack St. Domingo; but as we neither know any such bay at present under that name, or have occasion for any such, from the particular knowledge of ships frequenting those seas, where so many of the islands afford good ports or roads, it may be unnecessary to say more about it.

DRAKE'S Harbour, on the coast of California, or N. W. coast of the kingdom of Mexico, on the North Pacific Ocean, is a harbour where Sir Francis Drake took shelter, and where the Indian Monarch actually invested him, in the name of Queen Elizabeth, with the sovereignty of the country. It is said to be in lat. 36 deg. 15 min. N. and long. 122 deg. 30 min. W. Some other accounts lay it down in lat. 38 deg. 45 min. N. and long. 128 deg. 35 min. W.

DRAKE'S or **St. Nicholas** Island, almost in the middle of Plymouth Sound, is a noted island to all who are in the smallest degree acquainted with that port. Though it is nearly connected with the land of Mount Edgcumbe at Redding Point to the westward, by a reef of rocks

which are dry at low water spring tides, except a very narrow gut or pass only fit for a small ship's boat, yet at the height of the tide merchant vessels in coming down from Harroaze or the town of Plymouth Dock frequently venture over. Indeed to those who know the passage it frequently saves much time and trouble, instead of sailing round the E. end of the island, which, in some winds, may be a work of labour; but as this passage through is so extremely narrow, being scarcely the breadth of a moderate sized ship, we do not think it necessary to give the marks for sailing on this side of the island, because those who know it ever so well must reckon very nicely upon the depth of water they draw, and also on the rising of the tides, as it is nearer to or farther from the height of the water, or to the spring or neap tides. Of the dangers of this sound, they will appear more particularly under the article of **PLYMOUTH**; but we may here observe generally, that they are marked out by buoys, and that many of them only affect large ships, having a very good depth of water upon them. This island is now more usually known by the name of **St. Nicholas**, under which head we shall treat of it more distinctly.

DRAKE'S Island is a small island off the western point of the harbour of Portobello on the Spanish Main, otherwise called the N. coast of South America. The castle on the eastern or larboard side of the entrance, is called Ironcastle, from which Drake's Island is about a mile distant; and to the southward from that is Bonaventura Island off the mouth of Guanches River, at nearly 2 miles distance.

DRAM. See **CHRISTIANA** and **COPPERWICK**.

DRAPONA Cape, in the Archipelago, is in the N. W. part of it, and the easternmost point of Aiomano Gulf, and nearly W. from the island of Lemnos. See **AIOMANO**.

DREADFUL Sand, about E. by S. from the Spurn Lights at the mouth of the River Humber, at the distance of about 4 miles. Kilnsey Church bears from it N. W. three fourths W. and the mill on Dumlinton high land N. W. by N. To clear the S. end of this shoal, where there is least water, bring Effington Steeple and the windmill behind it both in one. It has there but 7 feet at low water, but deepens to N. E. by N. to

12 feet, and is in length half a league. There is 6 fathoms close by the S. W. by S. end, and 5 fathoms on each side; there is also 4 fathoms and 4 and a half at the N. E. end. In coming from the Humber towards this sand the depth is variable, and the ground full of overfalls; but about half a league to the W. from the sand, between it and the shore, is from 5 to 9 fathoms with the same irregularities. Come no nearer than this towards the Dreadful within the sand; all the sea is safe without it.

But there is another nameless sand within it, about 2 miles from the shore, which is not more than a quarter of a mile long, and is E. by S. half S. from the Spurn lights. On this sand is only 5 feet at low water. Kilnsley or Kellsy Church is N. W. by N. from it, the mill on Dumlington high land and the N. end of the southernmost cliffs are directly upon it, near the body of it. It lies in the direction of E. N. E. and W. S. W. and there is 6 fathoms and a half within it, with gradual shoalings to the main, and 7 or 8 fathoms without it towards the Dreadful, which is 2 miles distant from it to the S. E.

DRIG Rock, a very dangerous rock on the coast of Cumberland, at the distance of a mile from the mouth of the stream called the Caldor. It is generally under water, having been seen only twice at very low ebbs in the space of seven years. The rock lies to the N. W. along the coast from Ravenglas; as does the opening of a stream or rivulet called Port Drig. The Caldor lies to the N. W. from that.

DRINO, is a river of Turkey in Europe, which has its source on the frontiers of Albania, and falls into a gulf of the same name. The town so called, which is a sea port, is in the Adriatic Sea, or gulf of Venice, about 19 or 20 leagues to the S. E. from Ragusa, in lat. 42 deg. 48 min. N. and long. 20 deg. 19 min. E.

DRION. See **DRYON**.

DROGHEDA, is a port town, situated on the River Boyne, about 7 miles within land, and in the bottom of the bay so called, on the E. coast of Ireland. It is about 9 leagues N. of Dublin; but 12 or more by the turning of the coast. The entrance into the haven is narrow and crooked, and requires such a particular knowledge to find the channel, that

we may well be excused in declining to describe it, and recommending the aid of a pilot. It is about 7 leagues from Lambey Island, and in the way is Abel Rock, about 4 miles from the island; but it is visible and clean, so that ships may sail on either side of it, as the wind serves. The Skirres Rocks also lie in the way, but close to the shore, about 10 leagues from Dublin; but these are likewise visible. It is in lat. 53 deg. 43 min. N. and long. 6 deg. 47 min. W.

DROMEDARY Cape and Mount, are situated on the E. coast of New Holland, otherwise called New South Wales. The mountain has the appearance of a dromedary, from whence it received the name, and is in lat. 36 deg. 18 min. N. and long. 150 deg. 5 min. E. The variation near this part of the coast is 10 deg. 42 min. E. The coast near it lies almost N. and S. but it will be better understood by a draught of it, than by a multitude of words in describing it.

DRONTHEIM, on the W. coast of Norway, is to the N. E. by E. from Stemmeshest, a high point of land to the northward of Boe. Strangers, and others having large ships, have been repeatedly advised to take pilots here, on account of the intricacy and difficulty of the channel from the numerous rocks with which this part of the coast abounds. The passage from Stemmeshest to Drontheim may be called a Sound or River, as it lies within a long reef or range of islands, with an endless number of rocks. Momendale Island is about 10 leagues to the N. of Drontheim. Ships bound to the N. from the N. point of Stadland are advised, in going towards the N. cape, to keep without the islands, if they have no business at Drontheim, lest they should be embayed in the river, on meeting with the wind at W. or W. N. W. The town of Drontheim is in lat. 63 deg. 26 min. N. and long. 11 deg. 4 min. E.

DROOG, is the distinguishing name of two buoys, being the 2d and 3d, in the Fly or Stortelmbeck Channel into the Zuyder Zee. The 2d buoy of this channel is known under the name of the outermost Droog Drie, and lies in 11 feet water, which depth is on the shoalest part of the channel to the S. a little farther there is 16 feet depth. The 3d buoy is usually called the innermost Droog Drie, which lies in 16 feet in the fairway, and having a depth of 3 fathoms between these

these two buoys. See FLY or VLIE, and STORTELMBECK.

DROOGE Cape, on the E. coast of S. America, to the N. of the Amazons River, is the same as Cape Nassau, the name by which it is more usually known. The Spaniards alone give it the name of Drooge. See NASSAU.

DRUIN, on the W. coast of Africa, is about 4 leagues to the E. N. E. from Berby. It is a place of some traffic, and may be readily known in coming from seaward by the nature of the coast. For near 20 leagues the coast is almost uninterruptedly even and low; but for near 20 miles before a ship comes to Druin, it is all hilly and craggy, full of hummocks, high, and very uneven, and more elevated than in any other part of the coast between this and Cape Mount. A river with 3 or 4 towns on it, affords trade for our ships in teeth; but the natives are very treacherous, and none should venture on shore without good protection. Their towns are always surrounded with thickets of trees; anchor as near to those thickets as the ground will admit, and the negroes, on signals given, will come off to trade.

This town is known particularly by 3 or 4 trees, on the top of a hill, with some dead trees; and on a hill to the W. of the rest is also a single tree, which must be brought to bear N. W. by N. and the three first mentioned trees at N. N. W. when there is good riding in from 14 to 15 fathoms. These trees lie to the E. from the single tree. There are some rocks here; but as they are close to the shore, there is no danger, as the fairway is to keep at a league distance from the beach. It is 3 leagues from hence at E. by N. to the Red Land or the Red Cliffs, and 20 leagues E. and E. by S. to Lehou.

DRY Bank, in the West Indies, situated in lat. 18 deg. 38 min. N. and long. 83 deg. 20 min. W.

DRY Bank, or LONG Sand, in the River Hughly entrance, is two points from the direction of E. and W. with the S. point of the Island Sager, and right up and down the stream, at the distance of 4 leagues from shore. It is very steep, so that a ship must come no nearer to it than from 6 to 7 fathoms, especially on the nearest side. For a vessel may have 7 fathoms and a half at one cast, and be fast upon the sand before she can heave again; and if a ship once strikes upon it,

her destruction may be considered as inevitable.

DRY Point, or Sicca Punta, is the N. W. limit of Triette Bay, on the N. coast of South America, usually called the Spanish Main, and about S. a little easterly from the island of Curaçoa or Curasou.

DRY Islands, or Islands de Secas, on the W. coast of New Mexico, facing the Pacific Ocean, are within the bay, called Baia Honda or Deep Bay. They are W. from the islands de Contreras, which lie at the distance of 4 leagues to the S. W. from Puebla Nova or Nueva. From the islands de Secas it is 4 leagues to Point Chiriqui, the limit of the bay.

DRYON Straits which bear E. N. E. from Malacca, are on the W. side of the islands of Malacca in the East Indies. To go from Malacca, steer E. S. E. till they bear N. W. by N. 5 leagues off, when Cape Formosa will bear at E. by S. at the distance of 6 leagues, and then run S. E. till the little Crimon or Carimon bears S. E. by E. about 12 leagues, and Point Pefang E. by S. half S. The depth will then be only from 6 to 7 fathoms, but it soon deepens in the same course to 22 and 23 fathoms, and after that shoals to 4 or 5 only. If this is in the night, anchor immediately; and, if possible, let Point Pefang bear E. by N. and Island or Pulo Carimon S. E. where is a depth of from 3 to 5 fathoms, but not less than 3 any where. See CARMON. Having passed the islands at the anchorage to the southward or S. E. by E. proceed on till the southernmost Carimon bears due S. at the distance of about 5 leagues, in which course the depth will vary gradually from 16 to 6 fathoms; and then steer so as to double the island. But as the tide may sometimes take a ship short, and disable her from effecting this, bring to and anchor in such case in from 20 to 21 fathoms, having Point Pefang at N. N. W. half W. and the little Carimon at S. by E. 5 miles off. On weighing anchor steer E. and E. S. E. to double Carimon, and till it bears due W. one league; which courses will clear all the islands, and leave a ship free to sail directly down the straits, in from 12 to 16 fathoms water till she makes the shoal called the Middle Ground, where there is a safe channel. Upon this channel is no break; but there are two rocks above water, with 7 fathoms close to them.

A strong

A strong current sets upon this Middle Ground, which is almost all sharp rocks, but with sufficient depth of water over them. There is also 15 fathoms abreast of them, at the small distance of 2 cables length. When 3 small islands that are apparently in the fairway are brought into one, a ship will be abreast of this shoal; between which shoal and the islands is a channel of half a league in breadth. After passing this channel, bring the shoal and the Little Carimon Island, in one, which will open a very good road called the Twins. In this road is 17 fathoms water, and a good shelter from almost all weathers. The ships of different nations of Europe frequently ride here. From hence the course is all the way fair at S. E. down the channel of the straits, and no more obstructions S. for though there are some rippings, there is no impediment, but the straits are perfectly open and clear.

On coming off the Great Dryons, a large rock like a boat with some sunken rocks around it, will be met with; but there is sufficient room to pass it without danger. If the tide should here take a ship short, there is anchorage against it in 16 fathoms and good safe riding, when the road of the Twins is brought to bear at N. E. by N. and the shoal of the Middle Ground at N. by W.

To clear these straits, on weighing anchor from hence, sail away S. E. between two small islands and the Sabone Shoal; and edge out between these islands and the point called Island or Pulo Panteos, afterwards turning about between Little Dryons and the Oyfter Islands, but keeping off from the latter, because they are foul. The next direction is to bring the Carimon, the Middle Ground, and the foul Oyfter Islands, in one, and stand over to the Great Dryons as near as into 14 or 12 fathoms, and then to tack so as to weather the small round island at the mouth of the straits. There are breakers between the little Round Island and the Oyfter islands, and especially among the Oyfter Islands themselves, which must be avoided. There is also a single rock within half a mile to the W. of them, but that is visible. A ship may then go on till Lingen Island bears S. E. by S. at the distance of 7 leagues. Then stand away S. by E. and S. S. E. for 10 leagues from the Oyfter islands, and there come to an anchor.

DUBLIN, on the E. coast of Ireland, is the capital city of that kingdom, and nearly in the midway between the N. and S. parts of the island, and directly opposite to the Welch coast, at its nearest approach, or the narrowest part of the channel between them from Holyhead. It is situated at the bottom of a spacious bay, which takes its name from the city, on the river Liffy, about 7 miles from the sea. By means of this river, which nearly divides the city into two equal parts, the whole length being embanked with spacious quays, trading vessels of various descriptions are loaded and unloaded before the very doors of the merchants. The river, however, though navigable for ships as far as the centre of the city, is very inferior to the Thames at London.

The Bay of Dublin is about 7 miles broad, and a very dangerous place in stormy weather; but the channel of the bay is confined on each side, for 3 miles, by a broad stone wall of sufficient elevation for the security of ships, which must be admitted as a most laudable undertaking.

In sailing to Dublin along the coast from the southward, keep by the shore in 8, 7, or 6 fathoms, which forms many small bays and roads within the banks or grounds, which are known by the name of the Middle and North Grounds, to the N. of Donaghmore Point, as far as the islands of Mughall and Dalkey. See DALKEY Island. The last of these islands is about 7 miles N. from Brahe or Bray Head. The banks are very steep, and ships must not borrow on them in less than 24 or 25 fathoms, as the depth is 20 fathoms close by them; and there is not in some places more than 6 or 8 feet upon them, but two fathoms and a half and 3 fathoms near the N. end, where they lie about 8 miles from land, and are every where stony ground. They lie along off the coast in the direction nearly of N. by E. and S. by W. To go without the sands northward, run to the E. of Tuskar Rock, and keep an offing of 3 or 4 leagues from the shore, till the small island called Ireland's Eye, which is N. of Hoath Head, or the northern peninsula on that point of the entrance for the bay, comes open, and then run in W. without danger.

To come in from the northward or eastward, run round Hoath Head to the south-

southward, at a little distance off shore, either from Lambey Island or from sea; and when abreast of the S. point of the peninsula of Hoath, a ship will be within the limits of the bay. The bar, on which is but 6 feet at low water, and is the tail of the sands called the North and South Bull, on each side of the channel, is then due W. and on the S. side of it, just within the bar, is Iron Pool Buoy. Or, in coming from the N. or from seaward, Hoath Head may be brought to bear at N. N. W. when a ship may steer W. by S. for the bar; and also, in coming from the S. Mughal Island, which is to the E. of Dalkey Island, and little better than a black rock, may be brought to bear S. and a ship may then steer N. N. W. for the bar. When Ireland's Eye, over the isthmus of the peninsula, comes to the W. of the hill of Hoath, it is the direct mark for the bar; and another leading mark for it is, when the tower that stands to the W. of Hoath Hill is brought on a hummock at the E. end of Lambey Island, which is to the northward from Ireland's Eye. Dublin Bar is 8 miles N. from the Sound of Dalkey, with variable depth in the fairway from 8 to 4 fathoms, but the nearer the bar the shoaler; keep in that course, to avoid the sand of the South Bull on the larboard. At high spring tides there is from 15 to 18 feet water on the bar; but at the ebb only six feet, when the haven is dry, except in Iron Pool, just within it, Pool Beg farther up to the W. and the two channels of Clantarff and Salmon Pool, still farther W. the latter of which runs up to the point of Rings End Fort, on the S. shore.

Vessels which draw more than 7 feet water cannot go up to the quay at Dublin, nor at spring tides is there more than 8 feet; for those of more draught never attempt to come higher than Rings End, and some of still deeper draught commonly stop at Pool Beg.

There is 4 fathoms in Iron Pool, near the Beacon; and the best of the road is, when the Sugar Loaf to the S. within land from Bray Head is brought over another low hill, but the sands dry about it at low water. To guard against the effect of S. W. winds over the high lands, which sometimes come pouring in with great violence, carry out the best bower to the S. W. and the other to the N. E. To go to POOL BEG, or CLANTARFF Pool, see those articles.

The time of high water here at spring tides is about a quarter past 9 o'clock, or very little after; and the city is in lat. 53 deg. 21 min. N. and long. 6 deg. 6 min. W.

We have only to add farther under this head, that a floating light has been erected since the year 1736, by order of the Directors of the Ballast-office in this city, on the N. side of the harbour, to prevent accidents which ships may be liable to in entering it. This is fixed within 30 fathoms from the E. end of the Piles, and lighted every night; and in the day-time a flag is constantly hoisted from the time of half flood to half ebb. It is also particularly recommended by the said office, to give a good birth at the E. end of the Piles when there is but little wind, on account of a suction or eddy which is found near them.

DUBMILL Swap, a sand so called in Solway Frith, below the city of Carlisle, off Dubmill House, which is about half a mile in breadth. When this house and Mount Skiddaw are in a line, a ship will be upon the tail of the Swap, and may turn down the Solway.

DUBON Point, on the S. side of the island of Jersey, is the W. point of Elizabeth Bay, on that coast of the island; from whence the coast trends about N. W. by W. to a small bay, called Breland's Bay.

DUCKSBURY Point is the N. E. angle or point of Staten Island, situated on the W. side of the channel of New York, in that part called the Narrows, and opposite to Yellow Hook on the point of Long Island, on the E. side.

DUDDEN Sand, is one of those near Cartmel, which takes its name from the river so called. See CARTMEL. They are all very dangerous to travellers, who frequently pass them, from the uncertainty of the tides; as these are quicker or slower from the winds that blow more or less from the sea, the guides which are appointed for each sand, with a salary from Government for guiding and conducting passengers, are more or less expeditious in their marches. In rainy weather, many quicksands are occasioned here.

DUDGEON Lights, on the coast of Lincolnshire, are in lat. 53 deg. 20 min. N. and long. 1 deg. 10 min. E.

DUDLEY's Cape, in lat. 76 deg. 48 min. N. and long. 59 deg. 7 min. W. See DIGG's.

DUERO or **DOURO** River, falls into the sea below Oporto, after a circuitous course, where it partly forms the boundary of Spain and Portugal. It is navigable near the village of St. Juan de Pesquera, and is said to have gold mixed with its sand.

DULCE GOLFO or **GULPHO**, or in English, Freshwater Bay, on the W. coast of New Mexico, is within the limits of Honda Bay, or Deep Bay, that lies to the N. W. from the bay of Panama. It is four leagues from Point **BURICA** or **BARUCO**, to which articles we shall refer. It is also 7 leagues from the island del Cano.

DULCE River, or **DOCE**, on the coast of Brazil. See **DOCE**.

DULCIGNO City, is five leagues from Budoa, on the coast of Dalmatia in the gulf of Venice, in the direction of S. E. by E. It has a road, but no haven; there is also a good road at Valdenosi, which is near to it; but there is not a good haven on all this part of the coast, as far as to Valona.

DUL Head, a point so named on the W. coast of the bay of Bengal in the East Indies, in lat. 16 deg. 10 min. N. and long. 81 deg. 40 min. E. It is probably the same as Dewpoint or Divi. See **DEWPOINT**.

DUMET Island, off the W. coast of France, is on the S. side of the entrance into the river Vilaine. There is a good channel up the river, on the N. side of the island, when a ship will be clear from all dangers. On the W. side of it a ship may pass boldly; but the E. side is foul, and must have a large birth. To run for Croizic or Croisac, keep without the sand called the Four, and also to seaward of this island. Ships which run through between this island and Priac Point must keep only one-third of the channel from the point, and two-thirds from the island.

DUMFRIES in Scotland, the county town of the shire so named, upon the river Nith, about 10 miles from its mouth on the Solway Frith, is, by the late act for procuring 20,000 seamen for the use of the navy, appointed to raise 17 seamen. An elegant and commodious bridge was lately ordered to be built here, instead of an old narrow one of nine arches.

DUMFRIESSHIRE, is only mentioned in this work on account of its aspect and the rivers which fall into the Solway

Frith from it; including Annandale, so called from the river Annan, Wauchopdale from the river of that name, and Niddisdale or Nithisdale, to the W. of Annandale, from the river Nith. This last tract, in particular, is very mountainous.

DUNAGHALL. See **DONEGAL**.

DUNAGHMORE Point. See **DONAGHMORE**.

DUNANY Point, on the E. coast of Ireland, is between Dundalk Bay on the N. and Drogheda Bay on the S. and nearly in the midway between the two towns. It is a projecting point of land, to the N. of Clogher.

DUNBAR, is a sea-port town of Scotland, with a good harbour, on which very considerable sums of money have been expended. Though they have sometimes a good herring fishery on the coast, the Greenland fishery is a principal object of their attention. On a cliff above the sea are the ruins of its castle, on the E. coast of Scotland; being nearly S. from Bas Island, at the entrance into the Frith of Forth, and about W. N. W. from St. Abb's Head, between which it lies. The harbour is entered by a very narrow channel between two rocks, of which that on the W. side is a promontory that stretches about 100 yards towards the N. and is about 20 yards broad. On each side of this promontory, which has a strong similitude to the Giant's Causeway in Ireland, the sea flows in with the tide, so as to render it a striking object. To go into the harbour, it should be with fair weather, and off-land winds; but large vessels cannot enter it. About 4 miles to the E. of it is the Bay of Skait Row.

Dunbar is appointed to raise 38 men for the navy, by the late act of parliament for that purpose; and is situate in lat. 55 deg. 58 min. N. and long. 2 deg. 22 min. W. having high water on full and change days at half past 2 o'clock.

DUNBRITAIN Frith, is the same with what is now called Clyde Frith. See **CLYDE** Frith.

DUNCANNON, is a town which has a good fortress within the haven of Waterford, and 8 miles to the E. of it; being situated on the E. land up the channel, nearly at the point or entrance into the Narrows, called the Passage.

DUNDALK Bay, on the E. coast of Ireland, is to the N. of Dunany Point. It is 6 leagues to the N. from Drogheda.

the point of Dunany lying nearly between them at half way. Here is no haven for ships, though the bay is good; but Carlingford is only 3 leagues to the E. of it, which well supplies this deficiency. It is in lat. 54 deg. 12 min. N. and long. 6 deg. 17 min. W. but some authorities say, it has only 53 deg. 57 min. of N. lat. and that the long. W. is 6 deg. 28 min.

DUNDEEDY or Galley Head, on the S. coast of Ireland, is a projecting point between Ros Bay and Glandore Haven to the N. W. and Clonekilly Bay to the N. E. Castle Haven is to the W. of Ros Bay.

DUNDEE, is a large and flourishing town of Scotland, on the N. side of the river Tay, which is very advantageously situated for trade, and has a harbour which will admit with ease the largest ships. To sail in, bring the highest point of the red sandy hill of Buchan Nefs at N. W. or a little more westerly, or the lights together, till the high-decked hill, called Dundee Law, comes over Castle Broughtie. This is a leading mark in, and a ship may sail within two cables length of the low light by the water-side, in 6 or 7 fathoms, and then sail up W. and W. by S.

When a ship has run a mile or two into the river, a kirk or church, with a little town, will be seen on the N. side, called Moneifeith. When abreast of this town, veer off to the middle of the river, or rather to the S. side, and run boldly in with it; and in this fairway, about two miles from the river, the depth will shoal gradually from 8 to 3 fathoms, and continue half a mile or more, and then suddenly deepen to 5, 6, or 7 fathoms. Then sail W. by N. till Buchan Nefs is at N. N. W. and afterwards steer W. and W. half S. right upon the river. There will be 6 or 7 feet more water at half flood, and 13 or 14 at full sea; all these marks being reckoned at low water. This last is the best mark for strangers. We may add, that the town of Dundee, as a port, is to supply the navy with 139 men, as its quota for furnishing 20,000 men to be applied for the defence of this kingdom.

Below the town of Dundee is the old castle already mentioned, upon a point on the N. side of the river, called Broughtie Castle; and to the W. of Dundee is a high hill, which tapers to the top, and on the N. side; bring this castle in a line

open of some spits of sand and a shoal on the N. shore, called the Horse Shoe, and having passed it upwards, sail W. or right forward with the steeple of Dundee. Having got above the castle, keep a little to the N. side, when the Newcomb Sand will appear to lie off from the S. shore. Being above this also, sail W. by S. or right up the river, till the town of Dundee bears N. E. in 5 or 6 fathoms; and directly off from the W. end of the town is a good road for all winds. There is also a good road on the N. side, a little to the westward of Broughtie Castle, at the W. end of the house, in 8 or 9 fathoms; and another on the S. side, right over against this castle, when the little town of South Ferry bears S. S. E. or S. by E. in 5 to 7 fathoms, which is a good road for all winds. See some farther directions under the river TAY. It is high water here at spring tides a little after 2 o'clock, and is in lat. 56 deg. 30 min. N. and long. 2 deg. 55 min. W. This port lies to the N. of St. Andrew's.

DUNDRUM Bay, on the E. coast of Ireland, is two leagues to the W. from St. John's Point; and about five leagues S. by W. half westerly is a rocky edge, which has only 8 feet water upon it, though there is a channel betwixt this ledge and the main in from 8 to 12 fathoms. It lies N. E. from Carlingford Bay, and has Arglas Haven to the N. of its E. point, or St. John's Point already mentioned.

DUNGARVON Bay, on the S. or S. E. coast of Ireland, is a good road for ships, in the bottom of which, on the N. side, is the town of its name, 8 leagues to the S. W. from Waterford, and 5 leagues to the N. E. from Youghall. It is a narrow tide haven, which dries at low water, the entrance to which is full of rocks; so that ships must go in at high water, and run in W. betwixt the rocks, as there is depth enough within. The mountain of Sleges within land, or the high mountain of Dungarvon, is seen at sea along great part of this S. coast; and shews itself with three very high hummocks, very much higher than any other land thereabouts. When it bears due N. to sail right in, will lead to Youghall; and when N. N. E. it will lead into Cork; but at N. W. it is a guide to fall in with Waterford. It bears N. N. W. from the town of Dungarvon. It is high water on this coast about

about half past 4 o'clock at spring tides. The lat. of this bay is 52 deg. 6 min. N. and long. 7 deg. 30 min. W. But there are accounts which say, that its lat. is no more than 51 deg. 57 min. N. and the long. 7 deg. 55 min. W.

DUNGAL or **DUNAGAL** Haven, on the W. coast of Ireland. See **DONEGAL**.

DUNGE NESS, on the coast of Kent, is frequently called **DENGENSESS**, and is a noted cape, point, or headland. It is 6 leagues to S. W. from the S. Foreland, and has Romney Bay on its E. side, where is anchorage in 7 and 6 fathoms, and when the point is brought to bear S. W. by S. or S. W. there is 9 fathoms; and ships may also anchor on its W. side, when the wind is at N. E. the point then bearing E. or E. by S. in 9 or 10 fathoms. The point is low, and has a light-house upon it. To Beachy Head from hence is 9 leagues at W. S. W. half W. on which side the flood tide sets E. N. E. but more to the eastward it runs N. E. by E. This point is the termination of that track of land which is known by the name of Romney Marsh. From this cape to the Caskets is 50 leagues at W. S. W. a little southerly. It is in lat. 50 deg. 52 min. N. and long. 0 deg. 59 min. E. and has high water at spring tides before 10 o'clock, but the current runs eastward till 2 o'clock on full and change days, and consequently at all other times for at least four hours after high water. As the shore is bold, ships may go as near as they please when the wind is off shore, if they keep in 9 or 10 fathoms; but with the wind from the seaward, keep at a greater distance to avoid a dangerous bank that lies just within the point, on which is but 12 feet water. In turning to windward round the Nefs from Dover, be careful to avoid the Ribraps Sand, which extends half channel over, and is but 4 leagues due S. from Dover.

DUNGENESS Point, in the E. part of the entrance to the Straits of Maghellan, is 5 miles S. W. by S. from Cape Virgin Mary; and is situated in lat. 52 deg. 28 min. S. and long. 68 deg. 28 min. W.

DUNGSBY Head, sometimes called **DUNCANSBY**, is the very northernmost point of Scotland, and directly opposite to the Orkneys Islands. The sea between forms a large channel, which is known by the name of Pentland Frith; through which there runs the strongest

tide that is any where to be found on the whole coast of Britain. It is in lat. 58 deg. 45 min. N. and long. 3 deg. 11 min. W.

DUNK Island, on the N. E. coast of New Holland, or New South Wales, is of considerable height, and very near the shore, and is the N. W. point of Rockingham Bay. The lat. is about 17 deg. 20 min. S. and long. 145 deg. 30 min. E.

DUNKERNEY Bay or Road, near the S. W. point of Ireland, is on the N. shore of Kilmore Sound, in the direction of N. N. W. from Killarush, which lies on its shore. See **DONKERNEY**.

DUNKIN'S Island, in Vogel Sound, upon the coast of Greenland, is in lat. 79 deg. 42 min. N. and long. 9 deg. 54 min. E. and has 19 deg. 47 min. of variation of the compass to the W.

DUNKIRK, on the coast of Flanders, is 5 leagues N. E. from Gravelines, and 7 to the S. W. from Ostend, in lat. 51 deg. 2 min. N. and long. 2 deg. 22 min. E. and has high water at 12 o'clock on full and change days. It is the most important harbour, as well as the most considerable maritime town on the whole coast. The Downs, a narrow ridge of sand hills run parallel to the shore, which is broken and interrupted by the mouths of the river, and the openings for the sluices or canals. Between Dunkirk and the sea is the Scharken Bank; but though it is more than a mile in breadth, it has been cut through to form a good entrance into the harbour. This channel is confined by jetties or piers of wood filled with stone, and has two forts at their extremities, beyond low water mark, on each of which are mounted 30 guns. A wooden battery of 12 guns is on one side of the channel, and fort Ribbank, a stone fortress mounting 46 guns, commands the other; and as a defence to the last, Fort Revers, which mounts 16 guns, has been built, as well as to enable ships or forces attempting to attack the citadel.

By means of a sluice of 42 feet wide, the basin within the town will contain 40 ships of the line, constantly floating; and though they had formerly 18 feet depth at high water, the alterations, by the breaking of the banks and other causes, have reduced it to 15 feet. One of the jetties which we have mentioned, runs off in the direction of N. W. by N. and there is a flag staff erected on each

each extremity. Within the works of the town, according to the latest accounts we have been able to procure, the water changes its direction from S. E. by S. to S. W. by S. into the harbour, having on its W. side a channel into the basin. From the point of the W. jetty, a sand bank runs off to the W. by N. and round the E. point of the beach, off the E. jetty, is a wreck. Here is a road along this beach at low water to Furness and Ostend. Mardyck Sluice falls into the sea about a league to the W.

The town of Dunkirk has two steeples, of which one is a high square steeple, and the other a small spire. It is 4 leagues and a half from hence eastward to Nieuport or Newport. But to sail into Dunkirk, bring the innermost fire within a capitan bar's length to the eastward of the outermost, in which position a ship may run in close along by the E. Pier Head. The W. Pier, which runs off farther into the sea, has a sand athwart of it, and some piles upon it; these must be avoided in running close, as just mentioned, by the other pier. From half flood to half ebb a fire is kept in the night; and the lowest fire beacon is nearest to the sea side. The bank from the W. Pier which runs out about 2 leagues, called the Splinter, is dry in many places at low water. Ships may sail in by the shore behind the bank, in coming from the westward, almost as far as the W. Pier, and there anchor in from 5 to 8 fathoms water; and small ships may run through a small channel into the sea through the bank at high water, at about half a league distance from the W. Pier. The Quad Bank which ends on the W. thwart of the Pier Head of Dunkirk, runs off at least 2 leagues to the eastward of it.

Ships may come to anchor behind the Quad Bank, to the eastward of the E. Pier, and be securely sheltered from N. E. as well as from N. and N. W. winds; there is 2 fathoms at low water, but it is shoaler at the coming in. There is also 9 and 10 fathoms water before the mouth of the haven, and from 6 to 8 fathoms to the westward of the W. Pier; from whence ships may run over the smallest banks in 3 fathoms, and come against the broad bank. The small bank lies right athwart before the haven, between Dunkirk and the broadest bank.

Within all the banks from Dunkirk to Nieuport, is a fair channel of 15 feet at

low water, close by the shore, being the deepest on the side nearest to the land; but ships must give a little birth to the land, though not much, off Ten Duyn Cloister. The ground is good all along the shore. When the outermost of the three windmills to the E. of Dunkirk, is right on with the E. end of the town, and Dunkirk steeple bears at S. E. it is a mark for the Ruyting Bank.

DUNKLIN'S Cliffs, on the N. side of the Island of Jamaica in the W. Indies, is to the W. of Brasiletta Key, and N. of the Bread Nut Hills. They are between Britton's Bay on the W. and Platform Bay on the E. and are situated in about 19 deg. of N. lat. and 77 deg. 38 min. of W. long.

DUNLEDY River, in Pembrokeshire, in S. Wales, after crossing the county nearly from the N. and being joined by several streams passes by Haverfordwest; from which town it trends to the S. E. to receive the waters from an accumulation of streams in the N. E. part, and then S. and afterwards full W. directly to Milford Haven. See HAVERFORDWEST.

DUNMANUS Bay, perhaps the same with DONEAN's, which see. For ships in distress, it is a most valuable situation; because it is always very easy to enter, and very safe when entered. There is no town or inhabitants near it, to render it otherwise of the smallest importance.

DUNNEGAL Bay. See DONEGAL.

DUNNOSE, on the S. side of the Isle of Wight, is a noted point or promontory, at the S. W. limit of Sandown Bay. It is in lat. 50 deg. 33 min. N. and long. 1 deg. 16 min. W. and has high water off it a quarter before 10 o'clock. It is 16 or 17 leagues from Beachy Head; and to avoid the Owers and other dangers of the coast, if a ship is bound farther down the channel, as well as to prevent the force of the indraught round the E. end of that island, get the point of Dunnose at W. half S. and come no nearer even with a northerly wind, than 18 fathoms. See EASTBOROUGH and OWERS. The Owers Sand is E. N. E. from Dunnose; and in coming up channel from the westward, keep off in the course of E. half N. only, for the same reason. It is absolutely necessary, and especially in the night, to keep the lead going, as the tides set in strong into St. Helen's Road 8 hours out of 12. There is

is 22 fathoms off Dunnose at the distance of 4 leagues; but with mixed soundings; and there is 14 fathoms within a mile of the Owers.

DUNNOT Head, at the N. extremity of Scotland, is the W. limit of Pentland Frith, on the S. side, as Dungsby Head is the E. limit. See **DUNGSBY** and **PENTLAND**.

DUNSIENE Head, on the W. coast of Ireland, is situated on that part of the coast which runs along facing the N. from Sligo Bay on the E. to Broad Haven on the W. It is to the N. W. from the Bay of Killala in the direction of the coast, and may be deemed the extreme western limit of that bay. It is in lat. 54 deg. 13 min. N. and long. 9 deg. 50 min. W. See **BALLYLASS**.

DUNSTANBURG Castle, on the coast of Northumberland, is situated on the shore between Coquet and Fairn Islands; where the ruins of an old castle of King Edward the First are presented to the notice of the attentive mariner.

DUNWICH, on the coast of Suffolk, was formerly a sea port of considerable importance, about S. S. W. from Southwold. But the sea has made very great inroads upon it, and swept away seven of its parish churches out of eight, which it is said formerly to have had. It was of such eminence in earlier times, as to have been the residence of a bishop; but the see has been long removed, and, after various changes, since that time has found its way to Norwich. In going northward, after passing round Orford Ness, open the land of Dunwich off Thorp Ness, which is to the N. of Aldborough, and sail along about a league from the shore in from 15 to 12 fathoms, till Dunwich bears due W. or nearly so. Run in for the land, if you wish to go to Dunwich, to Milmore Haven on the S. or Southwold to the N. of it. A sand bank lies along between this distance and the shore, and nearly parallel to it; but there is a channel within it, in a straight line from the point of Orford Ness, a little to the N. of which is the light-house, keeping the point close on board, and never exceeding in the fairway between them a mile from the shore. The deepest part of this channel has only 7 fathoms; and a little to the southward of Thorp Ness is only 3 fathoms. Keep along the shore to the N. of Thorp Ness. There is good anchorage before Dunwich, in 8 or 9 fathoms, and a soft ground.

It is 8 leagues to the S. from Yarmouth, being in lat. 52 deg. 21 min. N. and long. 1 deg. 55 min. E.

DUGS Montes. See **CABENDA**.

DURAN Island, on the N. coast of France, is W. from a shoal called the Horaine, on which are several rocks that dry at low water. See **HORAINÉ**.

DURAZO, or **DURAZZO**, anciently called **DYRRACHIUM**, is a town of Albania, on the eastern coast of the Adriatic or Gulf of Venice. It has a considerable harbour, and is situated on a peninsula, 8 leagues to the S. of Drino; and it is also 17 leagues N. from Valona. The lat. is 41 deg. 58 min. N. and long. 25 deg. E. The city and harbour lie just under the S. point of the Gulf of Lodrin.

DURETO Lodge, on the Coast of Newfoundland, is in lat. 50 deg. 10 min. N. and long. 52 deg. 45 min. W.

DURGERDAM, a place on the N. shore of the narrow channel from the Zuyder Zee to Amsterdam, at the second point of land. It is a mark for sailing to that city or town.

DURJA, a town on the coast of Arabia, is to the E. of Kayfun, and about 14 leagues to the W. S. W. from Cape Fortuack, Futtock, or Fartash; the coast between being low and plain, and the inland parts high and mountainous. Cape Bagathusa is to the westward of them about 29 leagues. Its situation appears to be nearly in lat. 15 deg. 8 min. N. and long. 51 deg. E. or thereabouts. There is riding for ships a little to the N. W. of Durja in any depth at pleasure; but it is an inhospitable and starving country.

DUROUR's Island, in the E. Indian Ocean, is situated in lat. 1 deg. 14 min. S. and long. 143 deg. 21 min. E.

DURSEY Cape and Island, are off the S. W. point of Ballydonagan Bay, on the S. W. point of Ireland, and S. W. from Kenmare River and Bay. The Bull and Cow Islands are W. of it a little southerly; from whence the coast begins to turn easterly.

DURTICK Sand, in Timmouth Haven, is a little above North Shields, and on the N. side of the river. To avoid it, edge over to the S. side, till the ship has run through Crooked Reach, when the river lies up northward.

DUSKY Bay, on the S. W. coast of the S. part or Island of New Zealand, has

has two channels into it, from the W. and N. The entrance from the W. has 44 fathoms water, and a sandy bottom, when W. Cape bears S. S. E. and Point Five Fingers, or the N. point of the bay, is at N. A great swell rolls in here from the S. W. and the depth decreases to 40 fathoms, but farther in there is no ground with 60 fathoms.

The N. entrance into this bay is in lat. 45 deg. 38 min. S. and 5 leagues to the N. from Five Fingers Point. To make the entrance plain, come within a few miles of the shore, because all the land within and on each side is considerably high. This entrance lies under the first craggy mountains which rise to the N. of the land of Five Fingers Point, and by that mark may be known at a considerable distance. The most southerly of these mountains is remarkable for two small hillocks at its summit, having also on the S. side of it several islands. Of these the most westerly and outermost is both the highest and largest, and is known by the name of Break Sea Island, from its effectually covering this entrance from the swell of the sea at S. W. to which the other entrance is so much exposed. When the most southerly mountain bears S. S. E. that is a mark for being before the entrance; and to go in leave the Break Sea Island and all the other islands to the S. The best anchorage is in the first or N. arm, on the larboard hand going in, either in one of the coves, or behind the islands on the S. E. shore.

The S. entrance into this bay is about 3 or 4 miles broad, and is thus noted. Keep the S. shore on board, till a ship nearly approaches the W. end of an island called Indian Island, which is known both by its apparent and real neighbourhood to the shore. In this situation it has the appearance of a point, dividing the bay into two arms. Pass this island so as to leave it upon the starboard, and run up the bay in the direction of E. by N. half N. and neither deviate to the right or left. When a ship is abreast, or above the E. end of Indian Island, the bay opens of a very considerable breadth; but it is contracted higher up by two projecting points. On the N. side, and about 3 miles above the one, and abreast of two small islands, is the passage out to sea, or the N. entrance nearly in the direction of N. by W.

The S. point is in lat. 45 deg. 48 min. S. and long. 166 deg. 18 min. E.

There is another island, called Long Island, to the eastward of Indian Island; between which is a passage to and from Pickerigill's Harbour. A strong current sets westward along the N. side of these islands. The E. side of an entrance to the northward, about 7 or 8 miles from the E. end of Indian Island, is known by the name of Passage Point; and to go to the N. entrance through this sound, steer up N. 4 or 5 miles, and then a point to the W. so that ships may pass by Entry Island, which lies off the mouth of another passage to the eastward, so as to leave it on the starboard, and all the rest of the islands on the larboard. Six miles from hence will bring a ship to the E. side of Break Sea Island.

On the various shores round this bay, are found spruce trees of 6 or 8, and some of 10 feet in girth, and from 60 to 80 and even 100 feet in length, and large enough for the main-mast of a 50 gun ship; but it has been found that the decoction of spruce leaves alone makes the beer too astringent. This was remedied here, by mixing with them an equal quantity of the tea plant, so called because it is here used as tea by ships coming to this coast. This plant is a shrub, having five white petals or flower leaves, shaped like those of a rose, with small ones of the same form in the intermediate spaces, and 20 or more filaments or threads. The leaves are small and pointed like those of the myrtle.

To make spruce beer. Boil the spruce for 3 or 4 hours in the ship's copper, so as to make a strong decoction, till the bark will easily strip from the branches; then take them out, and put in the proper quantity of molasses, ten gallons of which will make a ton or 240 gallons of beer. When the liquor just boils, put it into the casks with an equal quantity of cold water, either more or less, so as to suit for strength or palate; and when the whole is milk-warm, put to it a little grounds of beer, or a little yeast where it can be got, or any other substance that will produce a fermentation. It will be fit to drink in a few days; and if the weather is warm, and the casks have been brewed in 2 or 3 times, it will usually ferment without any other aid.

The time of high water at spring tides in

in this bay is about 11 o'clock, when it has been observed to rise 8 feet at the full moon, and about two feet less at the change; but this difference, perhaps, may be imputable to accidental causes.

DUTCH Bank, an island so called in the Indian Ocean, to the eastward of Africa, in lat. 38 deg. 0 min. S. and long. 33 deg. 35 min. E.

DUTCH Lump, in the River Hughly in the bottom of the bay of Bengal in the East Indies, is above Barnagar Reach. After coming to the lower end of Slipper Reach, edge over to the E. shore with two large trees; then go rounding the bight on the same side, because the opposite shore is shoal for two-thirds over the whole river, till the ship comes over to the Dutch Lump, where there is deep water, within pistol-shot of the shore. Continue rounding the bight till within less than a quarter of a mile of the Barnagar Reach. See **BARNAGAR**.

DUTCHMAN's Bay, on the N. E. side of the island of Antigua in the West Indies, is between Blizard's Bay to the N. W. and Winthorp's Bay to the S. E. It is also due W. from Long Island, and between them is the fairway or channel from the N. and N. W. into the deep inlet called Parham Harbour. From Fort Byrom, or the S. E. point of Winthorp's Bay, to the N. N. W. a sand or shoal lies along the coast, and runs off N. from Dutchman's Bay near a mile; so that the fairway of the channel is nearly at mid-way between this bay and the island on the E. of it.

St. Michael DUVARDELET Island, on the N. coast of France, in the English Channel, is about a league along shore within Herqui Point. There is a house on the island. The Neiras Islands, which are 3 small islands, lie about a mile N. N. W. from it; and the Lejon and Bouvillons Rocks nearly in the same direction. It is a mark for **LEJON Rock**, which see.

DUVIVELAND, or DIVELAND Island, is an island of Zealand, in the Low Countries, to the E. from Schonen, from which only it is separated by a narrow channel. It is about 3 leagues in length, and 2 in breadth.

DUXBURY, is a maritime town in the state of Massachusetts in North America, situated on a river that runs into Plymouth Bay, and only about 2 miles from its mouth. It is situated up the part of

that bay which runs in round the N. point of it, called Gurnet Point, on the W. side of Cape Cod Bay.

DUYVELAND Island. See **DUVIVE, LAND**.

DWINA River, or DUNA, is a river of Poland, which falls into the Baltic at Dunamundur Fort below Riga. This is also sometimes called the Port of Riga; and for more particular directions, see **RIGA**.

DWINA River, is a large river of Russia, which divides into two branches near Archangel, where it falls into the White Sea. The bar of Archangel is the entrance into this river. See **ARCH-ANGEL**.

DYER's Cape, is the N. E. point of Exeter Sound, on the W. side of Davis's Straits, in lat. about 66 deg. and a half N. See **DAVIS's Straits**.

DYSART, on the N. shore of the Frith of Forth in Scotland, is one of the small havens between Fifeness and Ellness. Though, like many of the other small places on that coast, it has a stone pier to defend it from easterly winds, it will only admit small vessels with the spring tides; for it has less water than Methall and Westerweems, both which are near it, and these have only at the most 12 or 13 feet.

Cape DRYVY, on the N. coast of Barbary in the Mediterranean, is a prominent headland between Cape Tenes to the N. E. and Oran to the S. W. by W. Its lat. is about 36 deg. 21 min. N. and long. 1 deg. 17 min. E.

E.

EAGLE Island, on the N. E. coast of New South Wales, or New Holland, is to the N. E. from the fairway between Cape Flattery and the passage out of the reef, which is situated in lat. 14 deg. 32 min. S. It is a low sandy island with trees upon it.

EAOOWE Island, is one of the newly discovered islands in the South Pacific Ocean, situated in lat. 21 deg. 24 min. S. and long. 174 deg. 30 min. W. See **EEOA**.

EARN River, is a considerable river of Scotland, which issues from a lake of the same

same name in the S. W. part of Perthshire, which, after passing through the beautiful valley of Strathern, joins the Tay below the town of Perth, and falls into the Frith to which that river gives its name.

EARN Port, in the isle of Man, is on the W. side of that island, towards the S. extremity, and about 4 miles N. from the island called the Calf of Man at the S. W. point of the island.

EAST Bay, a deep bay within Queen Charlotte's Sound, on the E. side of the inlet, of which Long Point is the N. limit, at the distance of 6 leagues or more to the S. W. from Cape Koamaroo. The bay runs far in, so as to make a very narrow isthmus between the bottom of it and the coast of Cook's Straits. It has 21 fathoms water at a short distance only from its bottom. Off the S. point of the bay is an island shaped almost like a square fort, which contracts the entrance into it.

EAST Buoy, is at the eastern extremity of Margate Sand, and due N. or N. by W. from the N. Foreland, at the extreme S. limit of the River Thames. The point called Long Nose, which is N. N. W. from the Foreland, is the nearest point of land to the southward of the buoy. See LONG Nose.

EASTBOROUGH Head, on the coast of Sussex, is between 2 and 3 leagues S. W. by S. from Arundel; and is a bank which dries at low water for near a cable's length, though the whole sand is more than a league in length. The sand called the Owers lies very near it, being only 4 leagues from shore at S. by W. and between these, at half a league distance only from this sand, is a ledge of rocks to the N. W. from it, on which there is only 6 feet water.

EAST Bourn, is a town of Sussex, on the S. coast of England, in the English Channel, near Beach Head. It is in lat. 50 deg. 49 min. N. and long. 0 deg. 22 min. E. It is a noted place for bathing, and is frequented by great numbers of the nobility and gentry; and in its neighbourhood are large quantities of the birds called Wheatears.

EAST Cape, a promontory at the extreme part of Asia so called, which forms one limit of the strait between Asia and America, as Cape Prince of Wales nearly opposite to it is the other. The strait here is only about 14 leagues across. This cape is in lat. 66 deg. 6 min. N. and long. 169 deg. 38 min. W.

EAST Cape, on the island called East Island, is to the S. of Hicks's Bay on the E. coast of New Zealand. It is in lat. 37 deg. 42 min. S. and long. 179 deg. E. It is a high cape with white cliffs; and the coast from Tolaga Bay to this cape is of moderate but unequal height, and forms several bays which have sandy beaches. The soundings are from 20 to 30 fathoms at the distance of a league from shore.

EAST Gat or Channel, one of the passages to Flushing on the coast of the Low Countries, which has 4 or 5 fathoms water, lies between the flat sand of the Querns and the Caloo Sand, to the northward of the latter. To sail out, or come in from the sea, bring W. chapel to the northernmost pier or head of Walcheren, which is easily known, and run out or in by it. This channel is the next to the northward of the Bodkil.

EAST Head, on the coast of Jutland, in the part called Jutt's Reef, is 4 leagues eastward from the Holms; between which at the distance of 2 leagues from the head, and 5 miles from the land, is a very dangerous stony bank, where several ships have been cast away. There is but 2 fathoms water upon it at half tide. From this head also runs out a reef right into the sea nearly to the distance of a league, near which is 7 fathoms. It is about 17 leagues at W. S. W. from the point of Jutland called the Scaw.

EAST Island, on the coast of New Zealand, See EAST Cape.

EAST Point, is the extreme E. point so called, of the island of St. John's in the gulf of Nova Scotia, to the W. of the island of Cape Breton, and about N. by W. from the N. entrance of the gut or channel of Canso, called the straits of Canso or Frontiac, about 12 or 14 leagues.

Cape EAST Point, in the straits of Maghellan, is S. W. by W. one quarter W. from Cape Gallant, or the anchoring ground near it.

EAST Point, at the N. E. limit of the extensive country of New Holland or New South Wales, to the S. E. of York Cape, is in lat. 10 deg. 42 min. S. The land over this point and to the S. of it is rather low and flat; and Newcastle Bay is to the S. of it. There are 3 small islands off the E. point, from one of which a small ledge runs out into the sea. York Islands are about 4 miles without these.

EAST Reef, on the N. E. coast of Hispaniola

paniola in the West Indies, is in lat. 20 deg. 27 min. N. and long. 68 deg. 59 min. W.

EAST River, in North America, is the sound or channel so called between Long Island and New York Island, and extends E. between that island and the main land of Connecticut, in the state of Massachusetts. At its W. limit it washes the walls of the city of New York to the S. E. as the N. River or Tapan Sea does to the W. and N. W.

EAST Rock, is about 8 miles to the E. of the small islands of Graciosa, Algranza, &c. near Lancerota Island, one of the Canaries. It is a high rock, of which it is particularly advisable to take notice by all ships making the E. end of these islands.

EASTER Booms Gat or Channel, is on the coast of Holland, and one of the passages near the Scheveling Island. The Schorr Ground or St. Peter's Ground is near the strand of the Scheveling. Before it lies a sand between Peter's Ground and the shore; which is but about half a ship's length broad, and about two ships length in extent. There is but 5 or 6 feet water on it, and only 7 or 8 between it and the strand. But there is from 11 feet to 2 fathoms between it and the Schorr; and by the assistance of a buoy large ships may easily pass in or out. The Buoy of Easter Boom Gat, in coming in from the N. or E. is little more than a mile from the N. coast of Scheveling Island, and about 4 miles or a league and a half from the W. end of that island. To come in, pass the buoy close on the starboard, and keep the same distance from shore, edging off a little as soon as the W. end of the island begins to open. When the W. end of the small island within the Scheveling bears S. S. E. a ship may run in till abreast of the buoy to the W. of that island, or come to an anchor under the W. end of Scheveling Island.

EASTER or OOSTER Channel, or Passage, along the island of Schonen. See **BREWERS Haven**.

EASTER Dale, is a town upon Kyn Sound, on the coast of Norway. See **KYN**.

EASTER Island, in the South Pacific Ocean, is in lat. 27 deg. 6 min. S. and long. 109 deg. 47 min. W. is about 10 or 12 leagues in circuit, and has high water at spring tides about 2 o'clock. It has a hilly and stony surface, and what

is called an iron-bound shore; its hill may be seen at sea to the distance of 15 or 16 leagues. There is no anchorage on the S. E. side, but in most parts of it a reef of rocks. Off the S. W. angle or point are two small islands, round which, and about 4 miles to the N. N. W. where they are shut in by the land on the N. of them, about a mile from shore, is anchorage in from 30 to 40 fathoms, though not very safe. Before a sandy beach is as good anchorage as any where about this island in 36 fathoms, when the two small islands bear S. three quarters W. at the distance of 4 miles, and the northern extreme of the island is N. 25 deg. E. at 6 miles distance. The beach is the best mark for finding this anchorage. It is a very uncomfortable place, even if a ship should run in here from distress; for it has neither wood for fuel, nor fresh water that is worth taking on board, nature having been extremely sparing of its favours to this solitary spot. The variation here and to the N. W. as far as lat. 19 deg. 20 min. S. and long. 114 deg. 49 min. W. is found to be from 3 deg. 4 min. to 2 deg. 32 min. E.

EASTER Point, is a mark or land direction for sailing along the coast of Holland, within the Texel Island. The mark to run for the beacons of Voogel Sand is to get Horn and Zuydhafstel in one, and to keep them so till the beacon upon the Texel Island and the mill on Easter Point come in one. Keep these in one, and disregard the other marks, and so run up to the beacon on the Nels; which direction will keep a ship in the best of the channel in from 10 to 12 fathoms. If the mill should be but a little to the westward, a ship will be too close to the S. shore, which is so steep that no vessel ought to come nearer than 8 or 9 fathoms, especially in turning to windward.

EASTER Till, or Creek, is one of the balghs or creeks in the large flats or sands called the S. grounds of the Elbe, and stretching off W. from the land between the Rivers Elbe and Weser, to the distance of 4 or 5 leagues or more. Along this S. ground ships may run, in going eastward from the Weser, if driven towards it, in from 4 to 6 fathoms but not nearer, as the sand is steep. When a ship, in passing along thus, comes into 8 or 12 fathoms and soft ground, she is thwart of the creek called the Wester Till, and may, if necessary, run in for shelter.

shelter. The Easter Till is N. E. from the entrance into this creek, and lies in also between the sands like the other, having a good depth with shelter from all winds. The direction to go into it is to sail at E. S. E.

EASTHONIA or EASTLAND, is a part of the coast of the Baltic so called, belonging to Germany. It is the S. coast of the gulf of Finland; and from Wranger Island to the road of Narva, which is S. W. from Peterburgh, affords nothing of note to the seaman all the way, except 3 small islands near Kock Harbour. This is an extent of 45 leagues, in the direction of E. S. E. and S. E.

EASTING'S Bay, in the island of Barbadoes in the West Indies, probably the same with what is now called Oistin's Bay, on the S. side of the island. See OUSTIN'S Bay.

EASTON Nefs, sometimes called East Nefs, on the coast of Suffolk, is N. easterly from Southwold, being the N. cape of Southwold Bay, and the most easterly cape of the county of Suffolk. It is a mark for the Bernard Shoal, which is thwart of Covehithe to the northward, and not far from the land; for the Nefs bearing at W. N. W. is to the S. of the shoal.

EBIBEN'S Island, on the N. coast of France, in the English Channel, is a mark for the Vieux Bank to the westward from St. Maloes. When St. Jago's Steeple is a little on with the E. end of Ebiben's Island, in the direction of S. by W. and the S. end of the great island of Gaville on the tower of St. Maloes; these are marks of being right upon it. See VIEUX.

EBRO is a river of Spain, anciently called Iberus, from which the whole country of Spain was heretofore called Iberia. It falls into the Mediterranean Sea below Tortosa, between which and the sea are several dangerous rocks, over which the current runs with vast rapidity. But for the purposes of inland navigation it is navigable for barges. It opens into the sea within the islands called Alfraques. There is anchorage off the mouth of it, at the N. E. extremity of the Alfraques Islands.

EBWITH is a river of Monmouthshire, which joins the Usk, immediately at its influx into the Severn Sea, where they form the port called Newport Haven, from that town which is situated above the haven, nearly N. upon the River

Usk. The Ebwith comes from the N. W. out of Brecknockshire, where it rises in two principal branches, being joined by many lesser streams. See NEWPORT.

ECKHOLM, to the eastward of Wranger Island, along the S. coast of Finland Gulf, and 14 leagues at W. by N. from Telsbrough Castle. There are many islands and shoals to seaward between Wranger and Narva (See EASTHONIA), between which and the shore is generally a clean strand. From Wranger hither it is all clear.

ECKRENOUE Rocks on the coast of France. See ESCREVERE.

ECREBON Rocks, near the coast of France, are N. E. from the nearest point of the island of Jersey, on the E. side of which is the usual channel for ships bound along the coast to Coutances, Granville, or Auvranches in the very bight of this large bay. The Fel Bank is on the E. side of this passage, between the Ecrebon Rocks and the Main, nearly at mid-distance.

EDA Island, a small island of the Orkneys, to the southward of Sanda and Stronsa, with which it nearly forms an equilateral triangle. It is to the N. W. from Shapinsha Island and to the N. E. from Westra Island, and nearly in the centre of the square which is formed by all the other 4 islands.

EDAM, a town on the W. side of the Zuyder Zee, about S. S. W. 6 leagues from Enckhuysen, and nearly 3 leagues S. from Hoor; and is also nearly N. E. from Amsterdam, about 4 or 5 leagues only across the point of land from the channel of the Amstel River. It is in lat. 52 deg. 32 min. N. and long. 4 deg. 58 min. E. This city so called is of a triangular form, and has a good port, which is formed by the River Ey, on whose banks it is situated; this, with the Dam that is thrown up against the inundations of the river, gives name to the town.

EDAM Island, at the mouth of Batavia Road in the island of Java, in the East Indies. To go into this road, pass through between the islands of Edam and Hoor, from which it is distant 1 or 2 hours sail, according to the strength of winds and currents.

EDAM Land and Point, in about 77 deg. and a half of N. lat. and about 16 deg. of long. W. from Fair Haven on the coast of Spitzbergen, is on the E. coast of Greenland. The coast from this point

point is S. a little easterly; but the general tendency of it is to the S. W. to Cape Farewell.

EDDLE, a small shoal off the mouths of Colchester River and Malden Water, to the northward of the sand called the Knowl. The mark to go in, is to bring Banbury Land, the high-land above Malden, on the W. a sail's breadth open with Bradwell Point, or the point at S. W. which is the eastern limit of Burnham Water. This mark will lead a ship between the Eddle and the Knowl; and keep on with it till a steeple on the N. shore is open of the red cliff end. Go on with these marks open and shut as far as Marry Block House, and there anchor in 6 or 7 fathoms. A better channel from the southward is over the Gunfleet.

EDDY Island, in the bottom of the bay of Galloway, on the W. coast of Ireland, is close under shore in the S. E. angle, and to the E. from the smaller island, called Dains Island. There is a good road between these two islands, on the S. side, for ships which go so far in.

EDDYSTONE Rocks, about 5 leagues to the S. from the port of Plymouth, and about 3 leagues or somewhat more from the Ram Head, are well known to seamen who navigate the English Channel. They lie nearly in the fairway from the Start to the Lizard, and are therefore an object of the utmost importance to mariners. Hence it is that on the summit of the largest rock a light-house has been erected, to serve as a beacon or signal to avoid the danger, as they are covered with the flood tide but come dry at the ebb. The first light-house was erected in 1696, and resisted many violent storms, but was blown down on the 27th of November, 1703; in which the projector, who then happened to be in it, and all his attendants, perished. The Corporation of the Trinity House afterwards erected another in 1709, and to support the expence laid a duty on all vessels passing it. This was burnt down in 1755, and rebuilt by Mr. Smeaton within four years afterwards; and the last was again burnt in 1770, and again rebuilt in 1774.

The building, as it is now constructed, consists of four rooms, one over the other, and at the top a gallery and lantern. The stone floors are flat above, but concave beneath; and are kept from pressing against the sides of the building by a chain let into the walls. Portland stone

and granite are united together by a strong cement, and let into horizontal steps by dovetails on the S. W. The ingenious architect discovered that Portland stone was likely to be destroyed by a marine animal; and as the working of granite was very expensive and laborious, the external part only was constructed with this, and the internal part with the other. To form a strong and broad base, and a strong bulk of matter to resist the waves, the foundation is one entire solid of stones to the height of 35 feet, engrafted into each other, and united by every means of additional strength. It is nearly 80 feet in height.

We must not forget to note, that about a quarter of a mile from the light-house to the N. E. there is a rock under water, which only shews itself at the low ebbs of a high spring tide, and then only of the size of a butt. There are 10 fathoms all round it, within a ship's length.

They received their name from the vast variety of contrary currents or sets of the tide which are found to prevail near them. From their situation to the Atlantic Ocean and the Bay of Biscay, they are exposed to the swells of both, from all the S. western points of the compass; and all the heavy seas which roll in from thence come immediately and uninterruptedly upon these rocks, and there break with inconceivable fury. It is also remarkable, that a ground swell will sometimes meet the slope of the rocks, and break upon them frightfully, when the surface of the sea is perfectly smooth, and without a single breeze; and this obstruction, even at those times, is so great as to impede and put a stop to every thing which may be carrying on upon the rock, and to prevent landing upon it from a boat, though persons might go to sea in a walnut-shell, if it had capacity enough to keep them afloat.

The W. side of the main rock, where it appears 6 or 7 feet above water at the ebb of a high spring tide, is bold and steep; but it is foul for half a mile off to the S. S. E. and there are several other rocks, which shew themselves above water at the ebb. It lies from the Ram Head S. by W. a little westerly; from the Start W. a little southerly about six leagues, and from the Lizard about E. by N. half N. 11 or 12 leagues. In the fairway of this rock is 40 fathoms, and between it and the Ram Head 35 or 36 fathoms; so that a ship in coming up
Channel

Channel in the night, if she cannot see the light, must keep without the depth of 40 fathoms, as 35 fathoms is a sure mark for being within it. But, after passing the Lizard up Channel, ships should be careful to keep off from the French shore, otherwise they may fall in with the Caskets and the islands. The lat. of the Eddystone is 50 deg. 8 min. N. and long. 4 deg. 24 min. W. and it has high water at spring tides at half past 5 o'clock. Generally speaking, the flood tide sets within the Eddystone, from the Ram Head to the Start, in the direction of E. S. E. and ebbs to the W. N. W.

EDDYSTONE, on the coast of Patagonia, in South America, not far from land, is a rock so called, in lat. about 48 deg. 30 min. S. and long. 64 deg. 56 min. W.

EDDYSTONE, on the N. coast off the entrance to Port Egmont in Falkland's Islands, and to Falkland Sound from the N. which divides the two principal islands so called. This rock is about 5 miles to the N. by W. from Cape Dolphin. See DOLPHIN, and FALKLAND.

EDDYSTONE, a rock so called, about a league to the E. of another called the Swilly Rock, near the S. E. coast of New Holland, in lat. 43 deg. 53 min. S. and long. 147 deg. 9 min. E.

EDEN Island, is on the coast of South Carolina in North America, to the N. E. of the S. Edisto Channel, or River so called. See EDISTO Island.

EDEN River, the principal stream of the county of Cumberland, falls into the Solway Frith below the city of Carlisle. After it falls into the Frith, the channel which it forms is continually varying, from the effects of rapid land floods at low ebbs; but it has for some time inclined towards the Scotch shore, where it has found a passage through a soft and slimy sand. These sands are very dangerous for any persons to venture themselves upon.

EDEN River, on the E. coast of Scotland, is about half a mile to the N. of St. Andrew's. The mouth opens in a manner which to strangers promises in appearance to afford a good port; but though it has this flattering aspect at high water, it has neither a good entry, nor does it admit any thing better than small barges, which run in here in the summer only.

EDENTON, is a town of North Carolina, on the coast of North America. It is situated on a bay, to which it gives

its name, within Albemarle Sound, and on the N. side of it. Its lat. is 35 deg. 58 min. N. and long. 76 deg. 40 min. W. See ALBEMARLE.

EDGE CUMBE Bay, on the N. E. coast of New Holland or New South Wales, is to the S. W. and S. S. W. from Cape Gloucester, and is a very deep bay, in about 20 deg. of S. lat. Cape Upstart is to the N. W. from it. The variation on this part of the coast is about 9 deg. E.

EDGE CUMBE Cape, is a projecting land from Mount Edgecumbe, on the N. W. coast of America, in lat. 57 deg. 3 min. N. and long. 135 deg. 53 min. W. The variation of the compass on this part of the coast is from 24 to 26 deg. towards the E.

Lord EDGE CUMBE's Island, otherwise called New Sark, in the S. Pacific Ocean, is to the S. E. from Egmont's Island, in lat. 11 deg. 10 min. S. and long. 165 deg. 14 min. E. It extends about seven miles from S. W. to N. E. and is somewhat less than half the breadth. All accounts state the lat. to be nearly as we have stated it; but some of the earlier accounts of its long. make it only 164 deg. 50 min. E.

Mount EDGE CUMBE, on the N. W. coast of America, is a little within land from Cape EDGE CUMBE, which see.

Mount EDGE CUMBE, on the N. E. coast of New Zealand, is a very high round mountain, situated in the middle of a plain, in lat. 37 deg. 59 min. S. and long. 176 deg. 53 min. E. In the direction of N. N. E. from this mountain, about 3 leagues from the main, and a league and a half from Mowtohora island, there are several rocks both above and under water; but there is a good channel between them and the main, with a depth of from 10 to 7 fathoms.

EDINBURGH, in Scotland, of which it is the capital, is situated on the S. coast of the Frith of Forth, where it is about two leagues broad. The small island, called Inch Keith, is nearly facing it; and the island of Cromond, above the city, faces the village of that name. It is in lat. 55 deg. 58 min. N. and long. 3 deg. 12 min. W. and has high water at spring tides at half past four. See FORTH and LEITH.

EDISTO Island, on the coast of South Carolina, is a small island, having the island of Tucker's to the N. N. E. and Eden Island to the S. S. W. The channel into the Edisto River, on the N. side of Tucker's Island, is called the North Edisto,

Edisto, and goes in nearly W. and that to the S. of Eden Island, up to the N. by W. into the same river, is called the S. Edisto, and lies to the N. E. from St. Helena's Sound. Whether the larger island behind Tucker's and Eden's, with the small one between them, be called Edisto Island, we will not take upon us to determine; but as we think it is extremely probable, and as it forms a kind of sound on its W. side, we deem it our duty to state our ideas, and to recommend to seamen visiting those parts to ascertain the fact. The island appears to be in lat. about 32 deg. 30 min. N. and long. 79 deg. 10 min. W.

EDISTO River, sometimes called POMRON River, after a considerable course from the N. W. and N. falls into the sound, with which the channels of the N. and S. Edisto communicate. See EDISTO Island.

St. EDMUND's Point, on the coast of Norfolk, is the point of land, from whence the coast trends one way almost S. towards Lynn, and on the other nearly E. towards Burnham and Wells, and the nearest distance from the coast of Lincolnshire at W. by N.

Prince EDWARD's Islands, are two islands so called, in the southern ocean, about S. E. from the Cape of Good Hope. The largest and most southerly is about 15 leagues in circuit, and the other about nine leagues in circuit. They are about 5 leagues distant from each other, and there is a passage between them at mid-channel. They appear to be barren, and were covered with snow, though in so high a southern latitude, in the month of December. The most southerly of them is in lat. 46 deg. 53 min. S. and long. 37 deg. 46 min. E. and the northerly one in lat. 46 deg. 40 min. S. and long. 38 deg. 8 min. E. There are four other islands to the eastward of them, called Marion's and Crozet's Islands.

EEL Port, is a small bay or creek on the E. side of the island of St. John's, in the direction of S. S. W. from E. Point, and about 4 leagues from it; and to the W. a very little southerly from Cape Mabou, on the W. coast of Cape Breton Island.

EGEAN Sea, a name which the changes of modern times have converted into Archipelago, which is situate between continental Greece on the W. and Asia minor on the E.

EGG Harbour, of which there are two on the coast of Jersey in North America,

distinguished by the names of Great and Little Egg Harbour, within the islands which line that part of the coast. The latter is so situated as to be the distinguishing limit between the two parts of that state, or the line which divides E. and W. Jersey. It has a long narrow island, which extends northward in the direction parallel to the coast, called Bamegat Beach, about S. S. W. from which is Absecon Beach, and at its S. end is Great Egg Harbour, in lat. about 39 deg. 30 min. N.

EGG Island, is a small but fertile island on the S. of the island of Sky, and one of the Hebrides of Scotland.

EGG Island, is situate, with Boffu Island, about 3 or 4 leagues to the N. E. from Trinity Point, on the N. W. coast of the river St. Lawrence. See TRINITY Point.

EGG Island, is a small island so named, close to the N. shore of Delaware Bay, about N. by W. or N. N. W. from Cape May. It is off the mouth of Maurice River, which here falls into the bay from the N.

EGG Island, in the strait of Maghellan, is not far from the entrance of Cordes Bay and Harbour. See the directions given under CORDES. Mafese Island is to the S. E. of it; and there is between them a ledge of rocks, which dries at low water, and some rocks are also dispersed off the W. points of land in other places.

EGG Island, is one of the islands to the N. of Goose Island, in Clerke's Harbour or Port Clerke, on the S. W. coast of Terra del Fuego, at the extremity of South America. Burnt Island is the other island on the N. of Goose Island, from which the Devil's Bason or Harbour bears N. N. E.

EGLESIA Island, one of the small islands of the Orkneys, which, with Rowfay and Wire, form the road called Wire Sound. There is no danger in turning in with the tide, except that there are some rocks off from the S. end of Eglesha, for a mile, of which it will be necessary to beware. Bring St. Agnes church at N. E. or E. N. E. and anchor in 6 to 9 fathoms water. It is a good road, and has but little tide. See GREEN Island and MULHEAD.

EGMONT, on the coast of the Low Countries or Holland, is 3 leagues from Wick, as Wick is 3 leagues from Santford. It has a large tower steeple which appears like a sail on a sand hill, and a little

little to the southward is another place of the name of Egmont, within the land, which has two high steeples on the abbey, standing close together. One of these only has a spire. There is another steeple also a little to the northward in the same town, which stands upon the old walls, but is not so high as those of the abbey. As these are very particular, so are they good marks for knowing the coast. Castricum, and several other spire steeples, are also visible between Egmont and Wick. Petten, which is 3 leagues to the N. has also a little steeple; where also is seen within land two other small spire steeples. Honbosch is a little to the S. of Petten, and Camperdown a league to the S. Huyfdown is also about four leagues at N. by E. beyond Petten. The steeple of inner Egmont, with those of Wick, Santford, and some others, are seen at the distance of five leagues from land, and long before the sand hills on the shore are visible.

EGMONT Cape, on the W. coast of New Zealand, is S. S. W. half W. 27 leagues from Albetros Point, on the N. side of which are two small islands, near a remarkable point on the main, in the form of a sugar-loaf. The coast from hence to the southward trends S. E. by E. and S. S. E. with a bold shore. When this cape bears N. E. at 4 leagues from shore, there is a depth of 40 fathoms. It is in lat. 39 deg. 16 min. S. and long. 174 deg. 45 min. E.

EGMONT or Lord EGMONT's Island, otherwise called New Guernsey, and by the Spaniards called Santa Cruz, is the largest of the islands in the S. Pacific Ocean, known by the name of Queen Charlotte's Islands. It extends from lat. 10 deg. 40 min. to 11 deg. 15 min. S. and from long. 163 deg. 40 min. to 164 deg. 33 min. E. of which Cape Barrington is the S. E. point, and Cape Byron the N. E. angle. Its N. side runs nearly in a parallel of due E. and W. The variation is about 11 deg. E.

EGMONT Island, in the S. Pacific Ocean, another island so called, in lat. 19 deg. 20 min. S. and long. by observation 138 deg. 35 min. W. It is about 6 miles in length and 4 in breadth, and has the appearance of two islands, having a lagoon in the middle, the two parts of which are joined by a reef of rocks. It is a low island, but full of trees, though no cocoanuts are to be found in it. The shore is every where rocky, and it has no anchorage. The variation

observed here by the compass is about 6 deg. E.

Mount EGMONT, on the W. coast of New Zealand, has already been adverted to under Cape EGMONT, and therefore need not be repeated.

EGYPT, is a country of Africa, in the N. E. part, which is bounded by the Mediterranean or Levant Sea on the N. and by the Red Sea and Isthmus of Suez on the E. It is bounded on the other sides by the land. The river Nile, which rises inland in Abyssinia, runs through the whole length of it from S. to N. and annually overflows it. This commonly begins in May or June, increases to its height about September, and afterwards gradually decreases. Two springs only excepted, this is the only water throughout this extensive country, of 626 miles in length from N. to S. and from 100 to 200 in breadth from E. to W. The inhabitants on this account have been obliged to build their towns on the banks of the Nile on natural or artificial eminences; and this gives them the appearance of islands when the river overflows its banks, with which there is only a communication by boats.

Of the Lower Egypt it is to be observed that, from its triangular form, it is frequently known by the name of Delta, a Greek capital letter of that shape being so named, and answering in composition and power to our D. It is formed by the Levant Sea into this shape, and by the two principal branches of the Nile, which divide about 5 miles below Grand Cairo. One of these directs its course to the N. W. and falls into the Mediterranean at Rosetto; and the other turns away to the N. E. and comes to the sea at Damietta or the ancient Pelusium, at about 100 miles distance from Rosetto. This part of the country has the greatest advantage from the inundations of the Nile, and is consequently the most fruitful part of the country. But the quantity of mud which is left upon the soil, after the waters have been drained off, occasions an extremely unhealthy and noxious vapour to be emitted. It is this periodical deluge that renders this country habitable; because the mountains and sands which inclose Egypt both on the E. and W. would otherwise render the valley between insupportably hot. It is this inundation also which renders the earth fertile, otherwise the sands would be naturally barren and unproductive. It is seldom known that any rain falls, except

in Lower Egypt, or the Delta; though some travellers have asserted that heavy showers have been known in Upper Egypt, through which, to refresh the gardens and fields, canals are cut, as well as for saving water in dry weather. By these means Egypt is rendered the most fertile country of Africa, and supplies Constantinople and other places of Turkey with grain, as it formerly served Rome and Italy.

Their mode of husbandry is very simple. As soon as the waters are drained away, and the mud is sufficiently dry, they harrow in the seed, and the harvest is usually in the month of March following. The rice fields are supplied from their canals and reservoirs, and those lands which are not sown yield excellent grass for their cattle. Before the flood the country becomes excessively hot for two or three months, and in the night the musquitoes and gnats are intolerable. The sands insinuate themselves into the closets and cabinets, and even into the bed cloaths, making them as hot as if warmed with coals. Add to this, that the hot winds of April and May, before the commencement of the inundation, are productive of sore eyes, which is a complaint almost universal among the natives, beside fevers and fluxes. The plague, also, usually visits them once in seven years; but all sorts of diseases abate, when the Nile begins to rise.

On this curious subject we think it no improper digression to have been thus particular, as it is in some degree connected with the navigation of this coast and of the River Nile.

Small EIGHT Sand, a name given to the first of three small shoals off the coast of Holland, which begins a little to the southward of Egmont by the sea. They are all broad and shoal near the land, but grow sharp and deep towards the ends. The Whitterib and the Hard are the other two sands or shoals.

EIMEO or EIMEEO Island in the South Pacific Ocean, is one of that groupe of islands in that extensive sea, to which has been given the denomination of Society Islands. It is scarce 4 leagues to the W. from the N. W. part of the island of Otaheite, and appears to be wholly surrounded with rocks. It is situated in lat. 17 deg. 35 min. S. and long. 149 deg. 50 min. W. On the N. side of the island is the harbour of TALOO, under which head see the particular description;

and about two miles to the eastward is the harbour of PAROWROAH, or Avoitai, for which see PAROWROAH.

EINDE Island, or ENDE Island, sometimes called FLORES, is an island of the East Indian Ocean, belonging to the Portuguese, to the W. of the three small islands called the Solars, which furnish the inhabitants of Timor with necessities. It is in lat. from 8 to 9 deg. S. and long. from 119 deg. and a quarter to 122 deg. and three quarters E. See FLORES.

EKESIO, is an island town of Smaland, and E. Gothland in Sweden, about 15 leagues to the N. W. from Calmar, in lat. 57 deg. 28 min. N. and long. 15 deg. 12 min. E.

ELBA Island, is an island of the Tuscan Sea on the coast of Italy, near which is the small fortified town of Cosinopoli or Porto Ferraia, but divided from the island by an artificial canal, over which is a bridge. It is remarkable for mines of iron and loadstone, and quarries of marble. It lies near 5 leagues to the S. W. from Piombino, in lat. 42 deg. 45 min. N. and long. 10 deg. 35 min. E.

ELBE River, is a noted river on the continent of Europe, that falls into the German Ocean, after traversing a considerable part of Germany, on which is the noted town of Hamburg. From thence it flows on by the fortress of Gluckstadt, below which it discharges its waters. It is navigable for ships of considerable burthen higher than any river in Europe; for vessels of 300 or 400 tons come up to Hamburg, at the distance of full 70 miles from the sea. Immense quantities of goods of almost every description are transported up and down this river to and from various parts of Germany; and within the ports of this river are many exports and imports cleared out and delivered. It may not be improper to note, that the names of Elven, Elve, or Elbe, in the old northern language, are used generally to denote large streams and rivers, and is used emphatically of this river in particular. Holy Island lies off it to the W. and forms a point of direction for the Weser River to the S. the Elbe to the E. and the Eyder and Hever to the N. E. The mouth of the Elbe is in lat. about 54 deg. N. and long. about 9 deg. E.

ELBING, is a large and populous city of the district of Marienburg in Royal Prussia, situated on a bay of the Baltic, known by the name of Frisshaff, near the

the mouth of the River Weichsel, about 12 leagues to the E. from Dantzic, and 6 to the N. E. from Marienburg, which enjoys a good trade. It is in lat. 54 deg. 21 min. N. and long. 19 deg. 16 min. E.

ELBOW Shoal, in the East Indian Ocean, is about 33 or 34 leagues to the N. E. from Pulo or Island Condore, and 12 leagues from Crab Islands in the mouth of the River Cambodia or Cambaja; which is mentioned to point out the particular situation of any ship that may come upon it, and not for any danger, having on it 13 fathoms water.

ELBURGH or Trelborg, is about 3 leagues at E. by N. from Falsterborn Point, on the larboard side turning round from the Sound into the Baltic. Before the town is anchorage in from 3 to 4 fathoms but no haven for great ships.

ELBURG, or ELBURCH, is a small city of that part of the Low Countries called Guelderland, situated on the eastern shore of the Zuyder Zee, in lat. 52 deg. 30 min. N. and long. 5 deg. 50 min. E. It is 16 leagues to the E. from Amsterdam, 13 E. from Edam, and 11 leagues to the S. E. from Enckhuysen.

ELCATIF, is a sea port of Asia in Arabia Felix, on the W. coast of the gulf of Persia, 300 miles to the S. of Bussorah, in lat. 26 deg. 0 min. N. and long. 53 deg. 5 min. E.

ELEUTHERA, or ELEUTHERA Island, is one of the Bahamas, in the West Indies, on which there is a small fort and garrison. It lies on that part which is distinguished by the name of the Great Bahama Bank. The climate is extremely healthy, so that persons frequently are found of more than 100 years of age. It has a good soil, superior to that of Providence Island, and from hence are exported great quantities of pine apples. It extends from lat. 24 deg. 45 min. to 25 deg. 44 min. N. and from long. 76 deg. 17 min. to 76 deg. 45 min. W. In coming from the capes of Virginia for Providence Island, it is usual to make this island in the first place, about lat. 25 deg. 15 min. where the land is very remarkable, and easy to be known. Two white spots, cliffs, or sand-hills will first be seen in that situation, which are upon the highest land, and about a ship's length only from each other; these are called the North-west Blasters. About 3 leagues from thence to N. W. by W. and along shore, a hill

will be seen, which greatly resembles a Dutchman's thrum cap, and near unto it is some broken land, with a cut or gap as if there was a passage through. These are called the Cow and Bull, at which place the island is very narrow.

ELEPHANT and Camel, islands so called, in the East Indian Ocean, and nearly E. from the point of Cambodia, are situated in lat. 9 deg. 2 min. N. and long. 112 deg. 58 min. E.

ELEPHANT Hill, on the S. E. coast of the island of Ceylon, is a remarkable eminence, near 6 leagues to the N. E. from Mao. The shoal called the Abaxos lies at S. half E. from it, about 3 or 4 leagues off shore, about which rocks there is a very great breach of the sea; these lie for about a cannon shot over every way. On the outside, ships must not come nearer than from 20 to 30 fathoms; but within them is a channel in from 8 to 12 fathoms, taking care, however, on both sides not to come within from 8 to 10 fathoms from shore, till a ship is past the length of the rocks. It is 17 leagues from the Elephant to Arregamme, to the N. E. and N. by E. but there are two reefs between the Elephant and Point Julius or Julius River, of which one is close in with the shore, and the other at the distance of two miles. On these is only about 3 feet water; and therefore it is obviously necessary to keep a good offing, which is usually in from 16 to 18 fathoms, taking care not to come nearer.

ELEPHANT River, on the S. E. coast of Africa, is in lat. 29 deg. S. and long. 34 deg. E.

ELEPHANT Tree, in the River Hughly in the East Indies, is at the upper end of the town of Degon, already mentioned under that article. See DEGON.

ELEPHANTA Island, is on the W. coast of the Decan of Hindostan, scarce 2 leagues distant from Bombay on the W. coast of India.

ELEPHANTINE Island, within the River Nile in Egypt, is about a mile in length and a quarter of a mile in breadth at its S. end, but terminating in a point to the N. over against Esne. It is in lat. 23 deg. 26 min. N. and long. 32 deg. 5 min. E.

ELGARHOLM Island, is one of the Orkneys, which is left on the starboard, in going into Kirkwall Road, between Pomona and Shapinsha. Thievesholm Island is passed in this course on the lar-

board side. When about the island stand into the road, and anchor before the town in from 5 to 9 fathoms.

ELGIN, the county town of the shire of its name, sometimes called Morayshire, is situated on the River Lossie, which falls into the ocean to the N. to the westward of the mouth of the River Spey; they both discharge their waters into the Moray or Murray Frith.

Mount ELIAS, is a remarkable mountain, at the distance of 12 leagues inland on the N. W. coast of America, in lat. 60 deg. 27 min. N. and long. 141 deg. W.

ELIZABETH's Bank, on the W. coast of the peninsula of India, is in lat. 16 deg. 59 min. N. and long. 71 deg. 0 min. E. It is situated to the W. a little southerly from Rajapore, almost at the distance of 30 leagues.

ELIZABETH's Bay, in the straits of Maghellan is on the N. shore, between Batchelor's River and Cape Gallant, being about 4 leagues to the N. W. half W. from the latter. The S. E. point of the bay is called Passage Point; and to run into it, leave an island near 2 miles to larboard, nearly N. giving the S. point of the bay a sufficient birth. Turn in, and anchor off the river's mouth in 10 fathoms or more; to the N. W. are coral and pebble stones. It is in lat. 53 deg. 43 min. S. and long. 73 deg. 24 min. W.

ELIZABETH's Cape, is the S. E. point of the island of Good Fortune, on the N. E. side of Hudson's Straits, having Cumberland Straits and Islands on its N. E. The coast trends nearly N. from it on the E. side. The lat. is about 62 deg. 35 min. N. and long. 64 deg. 0 min. W.

ELIZABETH's Cape, on the coast of New England, within Casco Bay, to the southward of the point of the southernmost river, in lat. 43 deg. 57 min. N. and long. 70 deg. 12 min. W.

ELIZABETH's Cape is the limit of the passage or entrance of the channel into Cook's River, on the N. W. coast of America. The Barren Islands are the other boundary of this channel. It is in lat. 59 deg. 10 min. N. and long. 152 deg. 15 min. W.

ELIZABETH's Castle, in the island of Jersey, to which is a communication from the island by a ridge of sand and stones, above half a mile long; but large ships can sail over it at highwater, though

at low water soldiers and others pass safely on it to the castle.

ELIZABETH's Island, otherwise called DASSEN's Island, is to the S. of Saldanha Bay, and about 2 leagues and a half from the main continent of Africa, nearer to Table Bay, where the Cape Town is built. It is little more than a league in length; and on its W. side the shore is very cliffy and foul, but on the E. side the ground is fair, and affords anchorage at the distance of about a gun-shot from shore in 16 fathoms, having a good white sand. To the S. of it about 6 leagues is Robben Island, or, as it is in our chart from Saldanha Bay to the Cape, Penguin Island. The Island now under consideration is there also called Coney Island.

ELIZABETH's Islands, on the coast of New England in North America, are situated at but a small distance from Cape Cod, having the island of Nantucket and that of Martha's Vineyard on the E. There are 4 or 5 of them, running off in a S. W. direction from Falmouth, the S. W. point of Barnstable Peninsula, Nashawn, Slokum, and Tinker, and the two small islands of Kuttihunt, are all included under this denomination, extending from about 41 deg. 18 min. to 29 min. N.

ELIZABETH's Island, in the straits of Maghellan, which separate the S. part of the continent of South America from the island called Terra del Fuego, is nearly 5 leagues to the S. S. W. half W. from the Dolphin's Foreland, in lat. 52 deg. 56 min. S. and long. 71 deg. 6 min. W. with 22 deg. 36 min. of E. variation of the compass. There is anchorage under it in 24 fathoms, and a hard, gravelly ground; there is also some wood on the island, which is seldom seen in South America, on the eastern coast. About the mid-way between this island and St. George's Island, which is about 8 miles from it to the S. S. E. there is a shoal, which must be avoided. The fairway of the channel to go forward for Port Famine is between Elizabeth's Island and Bartholomew's Island, which is about half a league to the eastward of it. This island of Elizabeth is about 3 leagues from the W. end of the second narrow of the strait; and about a mile at N. N. W. from it, and W. N. W. from Bartholomew's Island, is anchorage in 7 fathoms. There is also a deep channel between these two islands, of about half a mile over,

river, where the flood is sometimes found to set very strong to the S. with a great rippling; but the tides round the islands set many ways. There is anchorage also when St. George's Island bears N. E. by N. 3 leagues, when a point of land on the main, opposite to the S. W. point of Elizabeth's Island, bears N. by W. at the distance of 5 miles, and when the southernmost land bears S. by E. 2 miles. It may also be proper to observe farther, that at the distance of a mile from the N. W. shore there are soundings from 7 to 13 fathoms, and good ground every where; and that the flood sets to the S. all along this shore. It is high water, on full and change days, about 11 o'clock, and rises about 15 feet.

ELKHOLM or ELLEHOLM, is a town of S. Gothland in the country of Sweden, in the district called Bleking, but much decayed. It has a good harbour on the Baltic, and formerly carried on a good trade, being about 10 leagues to the W. of Carlescroon, in lat. 56 deg. 19 min. N. and long. 14 deg. 27 min. E.

ELLE is one of those small towns and havens within the Frith of Forth in Scotland, which are situated between Fife Nefs and Ell Nefs, in a space of about 3 leagues. It is the best of the four remaining havens, that of St. Minins being entirely ruined. They are all dry at low water, as we have observed under Cryll. But this haven has not a good entrance, having only 9 or 10 feet at high water on neap tides, and no more than 12 or 13 feet at spring tides. There is a ledge of rocks, called the Bows, about a quarter of a league to the W. S. W. from this harbour, and about a quarter of a mile from the shore, which is dry from half ebb to half flood, but requires to be cautioned against at high water. To keep without them, if bound into the harbour, let the high hills of Largo Law appear above the land, or keep the old house, called the Toll Booth, at the head of the bay, right upon the pier head.

ELLE NESS, as mentioned already in the preceding article, is 3 leagues to the W. S. W. from Fife Nefs; and from thence to Kinghorn Nefs is 4 or 5 leagues also to W. S. W. and S. W. by W. having between them a pretty deep bay, and several towns and havens along the shore.

ELLHOLM. See ELKHOLM.

ELMADIA or MAHADIA, is a town of Africa on the S. coast of the Mediterranean, in the kingdom of Tunis, seated upon the gulf of Capes, opposite to the island of Schercara. It is surrounded by the sea, is well fortified, and has a good harbour; and is situated in lat. 35 deg. 4 min. N. and long. 8 deg. 47 min. E.

St. ELME, is a castle of the island of Malta, situated on a rock near the city of Valetta, at the mouth of a very fine harbour.

St. ELME's Road, is on the S. side of the isthmus, by which the peninsula that runs out nearly E. to Cape Cepet or Sepet, is united to the main land on the S. side of Toulon Roads and Harbour. The isthmus here is scarce 200 yards in breadth; and on its N. side is a creek or bay from the Great Road, where ships usually, when deemed necessary, ride to perform quarantine. This road has a place on the shore to the eastward of it, called the Hermitage, and to the E. of that is the Genoese Road.

ELNE River, in Cumberland. See MARYPORT.

ELSIMBURG is a sea port of Sweden, in the province of Gothland, about 7 miles to the E. of Elsinore, being in lat. 56 deg. 0 min. N. and long. 13 deg. 20 min. E.

ELSINEUR, ELSINORE, or HELSINGFORE, is the second town in rank and importance, belonging to Zealand in the kingdom of Denmark. It is situated at the very entrance of the sound which connects and unites the German Ocean with the Baltic, and is opposite to Helsingborg in Sweden, and little more than 8 leagues to the N. from Copenhagen, the metropolis or capital city of Denmark, and the seat of the royal residence. The Danes exact a toll or custom from all ships which are bound up the Baltic. This is also the usual passage for ships that come from Sweden and Norway to Denmark. It is in lat. 56 deg. 3 min. N. and long. 11 deg. 59 min. E.

In approaching this passage from the westward, be careful to give a birth to the shore on the starboard, on account of a reef that runs off to the N. W. from the point of land, on which stands the castle of Cronenburg. By keeping in the depth of from 7 to 8 fathoms, a ship will pass clear of the shoal, which is commonly known by the name of Lapland.

land. In coming round Cronenburg Castle, edge in nearer to the starboard shore, to avoid a sand bank nearer the middle between the two shores, at N. by W. from the island of Ween; for though there may be a sufficient depth of water upon the bank for any ship, yet the shoalings may excite alarm, or produce disagreeable sensations at least, which will hereby be avoided. It is then all clear to Copenhagen city, giving the shore a moderate birth, to keep clear; 6 or 7 fathoms or more, will bring a ship clear to the opening of the harbour, where is a buoy, to mark out the point of a sand, which runs out N. from Almack Island on the larboard. Every vessel which passes into or through the Sound lowers her top-sails here, and pays a toll; and it has been asserted, but without the foundation of truth, that all ships must steer so near to the fortress, on account of the shoal waters and currents, as to be exposed to its batteries in case of refusal. It is nevertheless certain, that, on account of the numerous and opposite currents of the Sound, it is safest to pass near the castle; but there is sufficient depth any where out of the reach of the guns, and the largest ships can sail close along the Swedish coast. Besides a small duty, vessels are rated at 1 and a quarter per cent. of their cargoes; but English, French, Dutch, and Swedish ships only pay 1 per cent. For this toll the Danish Government is at the charge of light-houses and signals through the Cattegate.

ELSINGVOS, is a channel so called, on the coast of Sweden, about 16 leagues to the E. by N. from the channel of Luys, and about 11 leagues to the W. N. W. from Pelting Sound. See **LUYS**.

ELSINORE. See **ELSINEUR**.

ELWY Road, is one of the streams of Glamorganshire, which falls into the Bristol Channel southward, within Pennarth Point, to the W. from the Mumble's Rocks and Point. It is about half way from those rocks, which are the western limit of Swansea Bay, on the E. and Oxwich Point on the W.

ELY, is a City of Cambridgeshire of very ancient origin, seated on the river Ouse and other streams, which are navigable hither from Lynn, by means of which it enjoys a good trade; but we cannot take any farther notice of it for the purposes of navigation.

ELY's Bay, in the Island of Antigua, in the W. Indies, is on the N. side of the island, edging off to the S. E. from a point of land, which is its N. W. limit, called Beggar's Point. In approaching it from the N. E. or through a channel between the rocks at N. by W. from the point, it will be known by the Island of Prickle Pear that lies N. from the point about a quarter of a league; round the E. side of which island directly S. is the track into this bay. Except Boon's Point, near 4 miles to the W. it is the most northerly point of the island, and even that projects but very little beyond it to the N.

EMAO Island, or the York Island of Capt. Wallis, is the same as **EIMEO**, which see.

EMBDEN, is an Imperial city of Westphalia, and the capital of a county which is called by that name, situated on the Dollart Bay near the mouth of the Ems, or Embs, in lat. 53 deg. 15 min. N. and long. 7 deg. 10 min. E. Ships of any considerable burden cannot approach it. Its Bay is separated into two channels by the Island of Nessa, within which on the main land is the town. Of these, the western channel is the widest; and both are entered from the S. either from the German Ocean, in coming from the westward, or from the Der Dollart, to the E. of Groningen, one of the Provinces of the Low Countries, at S. S. W. The two islands called Munikveen are off the N. E. point of Groningen, and there are several islands to the E. of the Der Dollart, near the main land, of which one called Blinka is nearer the land than the rest, and also larger. The northernmost is at the mouth of the Ems River, which falls from the E. into the channel, to the S. of Nessa Island. Embden Road lies within this island before the town. The tide flows here at S. and S. by W. and at N. and N. by E. that is, from about 12 to a little before 1 o'clock on full and change days. See under the article **EMBS**.

EMERO Island, in the Archipelago, is situated about W. N. W. from the entrance into the Straits of Constantinople, and about N. W. from Cape Janina. It lies off the Gulf of Coridia to the S. W. and has the Island of Samandracchi contiguous to it on the N. W.

EMBS River, as we have noted in the article of Embden, is divided into two channels; these are called, the East and West

West Embs. The latter lies in between the Island of Rottum and Borcum, which are about 2 leagues distant from each other in the direction of N. E. by E. this channel, as we have observed, is the fairest, and is moreover the clearest from dangers of any on the coast. The spring tides flow over the Island of Borcum, so as to make it appear like 3 or 4 islands, especially from the W. and to avoid the reef of Borcum, which runs out W. from the island, where it is broadest, to a flat and narrow point, keep the beacons upon Rottum at S. E. which will lead over the tail of the reef, where there is 2 fathoms and a half at low water. This reef shoots with a breast inward, and is very steep on the side; but the same beacons kept in the same bearing will lead directly to the first buoy in the channel of the Embs. This is white, and has a flag on it, and is situated on the tail of the Gelt Sacks Plat in 6 fathoms at low water. The tower of Borcum bears E. southerly from it, and the W. end of Rottum at S. E. by S.

From the first buoy the course to the second buoy, which is a black buoy in 7 fathoms water, is S. E. by S. In sailing up, keep this buoy on the starboard, and the white buoy on the larboard side. When abreast of the second buoy, Borcum tower will bear E. and Rottum beacons S. E. by E. the course to the four buoys will then be at E. by S. In coming in thus from the W. keep along the Lauwers, on coming near them in 5 fathoms, and then sail due E. which will carry a ship clear of the Gelt Sacks Plat in from 3 to 8 fathoms, as far as to the fourth black buoy, where there is only 4 fathoms. There is another buoy in the turning of Rottum, the course to which is E. S. E. from this fourth black buoy; and to the sixth, and the buoy called Hubert's Buoy, the course is E. by S. It is to be observed, that all these buoys lie in from 6 to 7 fathoms, in a clean and spacious channel, and that there is from 12 to 14 fathoms water in the fairway. But the course from the outermost to the innermost of the Hubert's Buoys, is E. S. E. which buoys are in 6 fathoms; and from the last buoy to Steven Jans's Buoy, the course is S. E. near which is a small tail of a sand, called Miewen's Tail, that shoots out from the Wolds at the S. end of Borcum. To avoid it, leave Borcum a little on the larboard side, and

there will be found 5 fathoms at low water, and consequently no danger to be apprehended.

To the W. of Steven Jans's Buoy are 5 beacons, and the Watt Channel, which is to the S. of them, goes in S. by W. The Ransel Reef is in this channel, which may be avoided by keeping the tower of Borcum on the W. of two little rising grounds, called the Wolds, at the S. end of Borcum, when a ship will have from 8 to 9 fathoms water. To the S. E. from hence is Doeck Buoy, and to the southward of that is Ruyte Beacon; behind which buoy the flood sets very strong into the Doeck Gat or Channel, so as to require great care on account of the indraught. Camper Buoy is S. S. E. of that, and Emshorn Buoy S. E. from the Camper; these are both situated in 5 fathoms water, but there is a depth of from 7 to 8 fathoms in the fairway. When Closterdam church comes in one with Holwick at S. W. a ship is abreast of the Emshorn Buoy, from which on the S. W. shore there are 5 beacons; proceed to S. S. W. by them all to the Groningen Dyke, and bring the church of Wyrde and the Closterdam in one, near the shore of Delft Zyl, which will lead a ship clear from the two sands on the E. side of the channel, called the Hont and the Pape. Though a ship may pass close along to the E. shore within those sands, and have 6 fathoms water, the W. shore is much the best, and directly leads within the said sands; so that it is best to keep by the beacons on the W. shore as far as Otterdam, where ships usually take a pilot for the city of Embden on the E. shore of the river. Excepting the white buoy with the flag upon it, all the buoys must be left on the starboard side in sailing up the W. Embs.

The E. Embs channel goes in between the little low island of Juyt and Borcum, to the southward of a reef that runs out from the W. end of the island to the distance of 2 leagues and a half due W. into the sea. Bring Borcum tower on with a new beacon at S. having first come over Borcum flat or ground in 5 fathoms as before, when a ship will be abreast of the first buoy of this channel in 5 fathoms. From thence to the second buoy, the bearing and course are E. by N. and to the third E. S. E. all which buoys lie in 5 fathoms, but there is from 5 to 10 fathoms in the fairway. It ought

to

to be particularly noticed that between the first and second buoys the tide of Juyft Reef is so exceedingly steep and rising, as not to admit of any sounding it; but it is flatter when a ship gets farther up, and the third buoy lies on the tail of the Brewer's Plat at the E. end of Borcum. To the Hoogh Horn from the third buoy the course is also E. S. E. which Hoogh Horn or High Horn, affords a good road for a S. W. wind in a depth of from 5 to 7 fathoms. But ships must here wait for the tide of flood to go up, when they are to steer a little to the northward to avoid the tail of the Brewer's Plat.

It is proper to observe, that from the second buoy, the Juyft Reef, though so steep before, becomes flat, and has good shoalings, so that a ship may run along by it in from 3 to 6 fathoms; and when a ship is a little to the eastward of the second buoy, the third buoy will bear at S. E. where the channel is broadest. Care must be taken to avoid a flat on the S. side of this channel, known by the name of the King's Plat, which is directly S. E. from the E. end of Borcum; to avoid it, bring the buoy and beacon that stand on the tail of it on the star-board side. From the King's Plat Buoy, the course is S. E. to the buoy of W. Balgh, till the two beacons on the strand come into one, when the buoy will bear at S. S. W. From thence to the second buoy of W. Balgh, the course is S. W. and by the same mark, continuing on, a ship will run quite through the Balgh, and then come fair out into the great channel of the western Embs. But it is particularly advisable to keep S. W. half W. near the upper end of it.

The Momer Balgh lies in the way of this course, between the beacon of the Hoogh Horn and the buoy on the King's Plat, on the E. side of the channel. It is a very good road for small ships, whether they are going in or coming out. After going in at N. E. the course turns N. to the anchoring place; and there is 4 fathoms water in the road, and good ground. Two more small roads are also in this course; of which one is situated within the Balgh by the Hoogh Horn, and lies or goes in due S. and the other is at the end of the Juyft Reef between two points, where there is 3 fathoms and a half and good riding. There is also a continued range of islands, with innu-

merable flats and sands about them, to the E. of the Island of Juyft, and at about the same distance from the shore. Most of them have small channels between them; but they are very uncertain from the almost continual shifting of the sands, so as to render them almost useless for the purposes of navigation. It may suffice to mention some of their names; as, the Buoys, Norderny, Baltrum, Langerough, Spikerough, and Wrangrough, beginning with the most westerly.

EMISTORHONE, or EMISTHONE, is a name given to the northernmost point of Ireland, off which is the island called Enterhull, or Munsterhull, at the distance of 4 leagues to the W. N. W. from Lough Foil Haven. The point is a plain high land, and very easy to be known by any person who has once seen and observed it; and there is anchorage before the point on the W. side for easterly winds, where ships may stop to wait for the tide. There is also a channel between this point and the island, but dangerous to those who are not very well acquainted with it, because there are very foul grounds off from it, with shoals betwixt them.

EMPORA River, is a river of Spain, in the part called Catalonia, on the coast of the Mediterranean, which falls into the Bay of Rosas to the S. of Castillon, being about N. N. W. from Cape St. Sebastian. There is anchorage off its mouth, a little within the S. point of the bay in 4 fathoms, though it is more usual to anchor a little farther to the northward under the shelter of the N. point of the bay.

EMS River, or EMBS, which see. It is a river of Germany, which rises in Paderborn, the S. E. division of Westphalia, from whence it runs W. through Ritberg, then winds to the N. passing through Tecklenburg and Munster, and continues the same course through the county of Embden, frequently known by the name of E. Friesland, falling at last into Dollart Bay near the city of Embden.

EMSHORN, a buoy, mentioned already under Embs, in describing the W. channel to go to Embden. See EMBS.

ENATUM Island, in the S. Pacific Ocean, is in lat. 20 deg. 10 min. S. and long. 170 deg. 4 min. E.

ENCHUYSEN is a city of Holland, in the Low Countries, near the mouth of a harbour on the Zuyder Sea; about 10 miles

miles to the E. from Hoorn, on the western coast of that sea. It takes its name from two words which denote some houses, as it only consisted originally of a few fishermen's huts. It had formerly a good harbour, large, commodious, and well frequented; but it is now too much obstructed by sand to permit very large vessels to enter with convenience, though it is still a port of good trade, especially in salt fish. It is on the starboard side of the channel, called the northern and southern gats, from their situation with respect to this city, and nearly due S. from the Ton on the Cripple. To go to it from the Ton, sail close by the three buoys of the northern Gat, keeping them on the larboard side, as there is a bank runs off from the city, and anchor before it, when due E. from it; for there is another sand more S. between which and the sand to the S. along shore, is the channel of the southern Gat, running due S. from the middle of the S. E. side of the city. Ships which do not stop at Enchuyzen usually run along E. from the channel between the sands of the Cripple and Hoffsted, till they are a little to the northward of the Island of Urck. The sand called Knorre lies nearly in the fairway, which may be avoided either by keeping on the N. of it, which is effected by having the Ton on the Hoffsted not more northerly than W. N. W. or by passing on the S. of it, which will be effected by having the Ton on the Cripple in that direction. When in the midway between the Ton on the Cripple and the Island of Urck, a ship will be about the E. end of the Knorre; but in this course take care to avoid the N. side of the Enchuyzen Sand, which lies nearly E. and W. This will carry a ship safe to the Island of Urck, near which is no danger. There is 15 feet water on the Knorre, and generally 3 feet more along the southern channel, and at the E. end of the Enchuyzen Sand, as far as the tail of it which runs in a narrow spit eastward from the S. side of it, and is then called the Hout Rib.

It is high water at Enchuyzen, and along that coast, at spring tides, at 12 o'clock, and is in lat. 52 deg. 39 min. N. and long. 5 deg. 20 min. E.

ENCHUYZEN Island, is an island of the N. Sea, to the eastward of Iceland, in the same parallel of lat. as Archangel is situated in.

ENCKHUYSEN Sand, lies nearly in the direction of E. and W. in the Zuyder Sea; the northern parallel or side being nearly in a line W. from the Island of Urck towards the northernmost of the 3 buoys of the N. Gat, from the Ton of the Cripple to the city of Enckhuyzen, but turning short to the S. so as to leave a channel to the eastward of the Gats behind the small sands which bound those Gats. The southern parallel or side, which extends out a long way to the southward of E. and is called the Hout Rib, runs nearly at an equal distance in the main body from the northern parallel and turns short in like manner to the E. Its direction W. is to the point of land at the extremity of the southern Gat, where the coast trends away to the westward till it comes to Hoorn.

ENDE Island, is a small island in the East Indian Ocean, situated to the W. of the 3 small islands called the Solars, which has a good town and harbour, called Larntuca, at its N. E. extremity nearly. See EINDE and FLORES.

ENDEAVOUR River, on the N. E. coast of New Holland, otherwise called New South Wales, has a bar at the entrance; neither does it afford sufficient depth of water for ships above a mile within the bar. On the N. shore at this distance only a ship may lie afloat at low water so near the shore as to reach it with a stage; which situation is extremely convenient for heaving down. But the harbour is difficult of access, as this part of the coast is barricaded with shoals. The safest approach to it is from the southward, keeping the main land on the larboard all the way, pretty near to the shore. The lat. is 15 deg. 26 min. S. and long. 145 deg. 11 min. 53 sec. E. It is high water at spring tides between 9 and 10 o'clock, when the water rises 8 or 9 feet.

On the bar of this river there is only 9 or 10 feet at low water, and only 17 or 18 at high water on full and change days. There is some high land over the S. point of the entrance, but the N. point is a low and sandy beach, which extends along the coast for 3 miles, where it again begins to be high. To go in, come round the S. E. point of land, and then turn in to S. W. and S. keeping the E. shore well on board, as the best channel, for a mile till a ship is nearly abreast of the fresh water on the E. shore.

ENDEAVOUR

ENDEAVOUR Straits, are situated at the very northern extremity of New Holland or New South Wales, between it and New Guinea. Passing through the channel of this strait from the eastward, near York Cape, towards the W. next to the main, some rocks and shoals present themselves; but the next channel to the northward will bring a ship through; nor is there less than 5 fathoms in the very narrowest part of the channel, which is about half a league from island to island. About a mile and a half or two miles within the entrance is anchorage in 6 fathoms and a half and clear ground; the channel there begins to widen, and the islands on each side of the anchoring-place are about a mile distant. The island at the S. E. point of the passage is called Possession Island; from which, on the summit of a hill, an open sea is discovered to the S. W. and W. S. W. and various islands are seen to the N. W. probably to the distance of 13 leagues. The flood here always sets moderately to the N. W. and ebbs to the S. E. and it is high water at spring tides at 1 or 2 o'clock, when it rises about 12 feet. It is probable that to the eastward of Endeavour Straits there may be a channel or channels out, so as to get to the E. of the reef, which lies off at a distance from the N. E. coast of this extensive island; and if a ship does not wish to go to Endeavour River, by it she may probably avoid the dangers arising from its numerous rocks and shoals.

ENDRIGO, is a haven on the W. coast of Ireland, which lies in the great bay between Cape Telling and the Stags of Broad Haven. It is in the very bight of the coast to the S. of Sligo Bay, and is about a league in breadth at the entrance, having a depth of five fathoms. This is the Dutch name for the harbour; but it is barren, and very little frequented. It is more usually called Clenock.

Golfe de St. ENFÉMIE, or *Enfemie* Gulf, perhaps *Eufemie*, on the coast of Calabria in Italy, is directly E. from the island of Strombolo, and E. a little northerly from the Lipari Islands, and nearly in the same parallel of lat. with the gulf of Cagliari in Sardinia. The Vatican Cape is a little to the southward of it. It is in lat. 38 deg. 44 min. N. and long. 16 deg. 32 min. E.

ENGANO Cape, is the N. E. point of the island of Luconia, the largest and most principal of the Philippine Islands,

and is nearly due E. from Cape Bajador or the N. W. Point, from both which points the coast turns short to the S. Its lat. is about 18 deg. 40 min. N. and long. 122 deg. 20 min. E. On the N. of this end of the island are several islands, called the Babuyan Islands; between which and the principal island there is a channel of variable depth, from 10 to 70 fathoms. Off the westernmost point of this cape is a bay, within the island of Palanguin or Paliguan, where there is anchorage; this is the narrowest part of the channel, to the W. of which the coast and islands form a spacious bay, with gradual shoaling towards the shore of the main island.

ENGANO Cape, the most easterly point of land in the island of St. Domingo in the West Indies. It is situated in about 18 deg. 27 min. of N. lat. and 68 deg. 52 min. of W. long. and is the most northerly of the two projecting points eastward, forming a circular bay between of 6 or 7 leagues from the two capes.

ENGANO Island, in the East Indies, is to the N. W. from the northern point or cape of the entrance to Sunda Straits, at a small distance from the S. W. coast of Sumatra. Its lat. is about 5 deg. 10 min. S. and long. 102 deg. 45 min. E. It is sometimes called Deceit Island.

ENGELHOLM, on the coast of Sweden, is on the E. side of the sea or channel called the Cattegatte, not far from Helmsfede or Holmsfede, within a spacious bay, and at Engelholm there is good anchorage. It lies almost E. from the island of Anholt, between the high white hill to the northward, called the Young Koll, and sometimes mistaken for the principal point so called which forms the E. point of the bay. To go in here, take a pilot at the island of Swedero, that lies in the middle of this bay.

ENGIA or **ÆGINA Island**, situated in the gulf so called, was anciently known by the names of *OENONE* or *MYRMIDONIA*, and is about 30 miles in circuit. It had the name of Myrmidonia from the extraordinary industry of its old inhabitants in cultivating the ground, who on that account got the name of Myrmidons, of the same import as *Plumiers*. It is about 6 leagues to the S. of Athens, lying between Achaia and the Morea, in lat. 37 deg. 40 min. N. and long. 23 deg. 46 min. E. The remains of a stately edifice are to be seen not far from the town of its name, which was probably

by one of the two celebrated temples, anciently the great ornaments of the island. See **ANGIA Gulf**.

NEW ENGLAND, in North America, is bounded to the N. E. by Nova Scotia, on the W. by New York State, and on the E. and S. by the Atlantic Ocean; being about 450 miles long, and 190 broad. It is situated between 41 and 46 deg. of N. lat. and from 67 to 74 deg. of W. long. It abounds with rivers, and is no less remarkable for its numerous points, capes, bays, coves, and harbours. We shall here step out of our usual track to enumerate them, in order to demonstrate the assertion we have hazarded.

The most remarkable capes and points from S. to N. are Pemaquid and Small Points, Cape Elizabeth, Black Point, Porpus and Nidduk, or Bald Head Capes, York Nubbles, Lock's Point, Great Boar's Head, Pigeon's Hill, Cape Ann, Nahant, Pullein's, Alderton, Marshfield, Gurnet, Monument, and Sandy Points, Murray's Cliffs, Sandy, Belingigate, and Race Points, Cape Cod, Head of Pamat, Cape Malabar or Sandy Point, Gooseberry Neck, Ninigret, Quakhoragok, Watch, Black, Pipe Staves, and Hemunaflet Points, Sachem's Head, South, Long Neck, and Elizabeth Points, and Lion's Tongue; also Cape Poge, and Gay's Head, in Martha's Vineyard. The bays that are more particularly to be noticed, are, Penobscot, Kennebeck, Casco, Sawko or Salio, Wells, the great bay of Massachusetts, Cape Cod Bay, (including Plymouth Bay) Buzzard's and Naraganset. To these may be added, the Devil's Belt, or Long Island Sound, between that island and Connecticut, and Winipisioket Pond in New Hampshire. The coves and inferior bays are, Merrymeeting, Muskequois, and Harrafekket Bays, Broad Cove, Exeter, and Little Bays, Sandy Cove, Nahant, Oyster River, Falmouth, and Naskytucket Bays, Clark's Cove, Nahantik, Guildford, and Fairfield Bays, Tarpaulin and Homes's Coves in the island of Martha's Vineyard, and Tarpaulin Cove in Nashawn Island, which is one of those that are known by the name of Elizabeth Islands. Of the principal harbours, we may reckon Cape Ann, Boston, Konohasset, Scituate, Yarmouth, Skokum's, New-Haven, Ship, and Old Town, in the island of Martha's Vineyard.

ENGLAND'S Key or Keys, to the E.

of Mount's Bay on the S. W. coast of Cornwall, is a name given to a great range of rocks about 4 miles at S. E. by S. from St. Michael's Mount, and something more than a mile from the shore. Of these it is necessary to be particularly careful in dark weather; indeed the whole coast to the southward from hence as far as the Lizard is full of rocks, but the rest are not situated at any great distance from the shore. The rocks particularly noted under the name of **England's Key** are from 8 to 9 feet under water at the lowest ebb, and are therefore to be denominated *funken rocks*, and are the more dangerous because a vessel at high water may pass over them safely, but if induced to do the same at low water, it may prove fatal.

ENGLESTONE, a place situated in the fount of Glasgow, on the W. coast of Scotland, has high water at spring tides at 3 o'clock; the flood setting there from the W. and N. W.

ENGLISH Bank, in the Indian Ocean, is situate in lat. 17 deg. 56 min. N. and long. 39 deg. 3 min. E.

ENGLISH Bar, on the W. coast of France, is a sandy bank, called by the French *la Barre Anglois*, which runs off for near a league from Point Terre Negree towards Point de la Coubre, which are the two points of a large bay that affords anchorage in 3, 4, and 5 fathoms water. It is on the N. coast of the river of Bourdeaux, and almost N. from the tower of Cordovan.

ENGLISH Bay, is on the W. coast of the gulf of Manar in the East Indies, and is situated on the coast to the N. E. from Cape Comorin, or the southern point of the peninsula of India. It is not far from the Dutch station for carrying on the pearl fishery, and is formed by two points of land, projecting out in such a manner as to shape a kind of basin. From the southernmost of these points a sand bank extends eastward to an island, and from the northern point within the bay it is also shoal; off which point also are two islands. To avoid the sand of the S. point, and also some rocks on the N. side of it, the most eligible way is to get as near to the southernmost of the two islands off the N. point as the winds and currents shall render prudent, attention being thereunto particularly paid, when a ship may go in at S. W. within the bay towards the shore. Notice must also be taken of another island, which also bounds the

the sand of the southern point, so that a ship may pass in safely by having this island on the larboard, or the southernmost of the two islands of the N. point on the starboard. The lat. of this channel is about 8 deg. 45 min N. and long. 76 deg. 50 min. E.

ENGLISH Cape, on the S. coast of the island of Newfoundland, is at W. N. W. from Cape Pene, and forms the opening of the narrow and deep bay of St. Mary's. Within this point, going nearer to the bay, is a harbour on the starboard, or the E. side of the bay. It is in lat. 46 deg. 49 min. N. and long. 53 deg. 29 min. W.

ENGLISH Cove, is in the harbour of Mahon, in the island of Minorca, in the Mediterranean, a little below the town so called. It is the watering-place for the navy, where the harbour is nearly a mile over, which is almost the greatest breadth of the harbour; and is about half a mile above Bloody Island, which is situated nearly in the middle of the channel.

ENGLISH Cove, which is about 3 or 4 miles distant from Cape St. George, the latter being in about 5 deg. of lat. S. and long. 152 deg. 19 min. E. on the coast of New Ireland, not far from its S. E. point, and facing towards the N. E. It is a good harbour, and has a variable depth of water, affording plenty of wood, and from a fresh water river which falls into it ships are readily supplied with that necessary article. It is more spacious than one to the N. W. of it, the limit of which on that side is formed by a double point of land. The cove lies N. E. half N. about 3 or 4 miles from Wallis's Island. There is a small shoal on the starboard on going in, on which the sea breaks. The tide ebbs and flows only once in 24 hours, when the flood comes in about 9 or 10, and it becomes high water between 3 and 4 in the afternoon. It then begins to ebb, which it continues to do till 6 in the morning. The rise of the tide is about 8 or 9 feet, more or less. There is 10 fathoms water within a cable's length of the bottom of the cove, when Wallis's Point bears S. W. half S. at the distance of 3 or 4 miles. The variation is about 6 deg. and a half E. There is also a fine little harbour about 4 leagues to the W. N. W. where cabbages and cocoa-nuts abound, called Carteret's Harbour.

ENGLISH Creek, is a narrow cove so called, near the S. E. part of the island

of Martinico in the West Indies, being a little to the N. E. round a point of land, from Point Salines, or the most southerly cape of the island.

ENGLISH Grounds, so called, in the Bristol Channel, is to the eastward of the Holms, being a large shoal that lies from the E. land, with a long tail shooting towards the W. It requires particular attention in coming from the W. so that to avoid it we shall advise that ships, as soon as they are past the Flat Holm, sail N. E. or N. E. by E. for a league, which is done by keeping the Flat Holm at S. W. or S. W. by W. When they are got to this distance, they must bear away E. and E. by N. towards Portshut Point, in 14 or 15 fathoms water, and look out for a small island which lies near the E. shore, which will then be nearly thwart of a ship. On this island are two mills, and another standing on the main land above these; and when this last is in a right line with the W. end of the island, a ship will be past the tail of the English Grounds. As the tail is flat, sail along them by the lead in 3 or 4 fathoms, as near as may be desirable. When the mill on the high land on the main comes between the two mills on the little island, a ship is entirely past these grounds. If the tide be in, as it rises 7 or 8 fathoms at full and change, a ship may run boldly any where towards the English shore, and as close as may be necessary towards Portshut or Portshut Point. There is a depth of 15, 12, 10, or 8 fathoms in the fairway from the Flat Holm to this point; but come not too near the Welch shore, which is very uneven, and full of steep banks that are dry in many places at low water. Keep at least in 12 fathoms, on that coast. Between Portshut Point and Bristol River is King Road, where ships may come to an anchor in clay ground from 8 or 9 to 3 fathoms, as near the river as is convenient. Pilots are here taken for Bristol, or up the Severn.

ENGLISH Harbour, on the N. W. shore of the river St. Lawrence, in North America, is about 7 or 8 leagues to the W. by S. from Trinity Point, after passing several inlets. St. Margaret's River here falls into the greater river of St. Lawrence. It is about 5 leagues to the N. E. from Papinachois Bay, in lat. 49 deg. 29 min. N. and long. 67 deg. 0 min. W.

ENGLISH Harbour, near the N. W.

or

or extreme limit of the large and deep bay called Trinity Bay, on the E. coast of Newfoundland, and contiguous to Trinity Harbour. It is one of the small fishing coves, the other being known by the name of Salmon Cove, between the Horse Hope (which is the easternmost point of land, and the N. W. limit of Trinity Bay) and Trinity Harbour. It is not only a good fishing place, but clean ground for ships to ride in, and is not more than half a league from the other cove.

ENGLISH Harbour, is on the N. W. of Cape Raphael, at the E. part of the island of St. Domingo or Hispaniola in the West Indies. The coast from this cape turns in to the W. to the gulf or bay of Samana. This harbour is to be entered from the N. and off the E. part or entrance of Samana Gulf is a bank or sand, which must be avoided, by keeping either the N. or S. shore well on board. The E. point of land that forms the entrance into this harbour is nearly W. a little southerly from Cape Raphael, but considerably more N. than the western coast of the river which here falls into the ocean. On account of this sand or bank, a ship must not open the harbour more than to have it at S. by E. before she gets within the eastern point of land. On a rock near the entrance of this harbour the Scipion of 74 guns was lost, in running for the harbour, after having had an engagement with the London of 90 guns in the month of October, 1782. Its lat. is about 19 deg. 8 min. N. and long. 68 deg. 25 min. W.

ENGLISH Harbour, on the S. coast of the island of Antigua in the West Indies, is the best port of the whole island. At a very great expence it has been rendered capable of receiving the largest ships of war, and is provided with a dock yard, and all the stores and materials necessary for repairing and careening. The town and harbour of Falmouth are but a very little distant from it to the W. and are separated only at the bottom of the harbour by a very narrow isthmus, so as to form the coast between them into a peninsula. The entrance into the harbour is defended on the larboard point by Fort Barclay, with a battery against the sea to the southward, and on the starboard point by a twelve gun battery, the distance of the points being only about 160 or 170 fathoms. In mid-channel of the entrance there is from 5

to 4 fathoms, and rather more than less up the middle of the harbour till a ship comes abreast of the store houses on the larboard, round the point of which is the first careening place on that side. There is also another at N. N. W. from that point, and another on the starboard side, called a careening Wharf, to the northward of a four-gun battery.

ENGLISH Islands, are some small islands that lie off the S. point of English Creek, already mentioned, near the S. E. part of the island of Martinico in the West Indies. See ENGLISH Creek.

ENGLISH Pole, on the coast of Flanders, is one of those great shoals or banks between which the several channels through which ships may sail between Flanders and the island of Walcheren, are situated. After mentioning the inner bank or French Pole, along the island of Cadzant, it is to be observed that the English Pole lies off the W. end of the Inner Bank, betwixt a sand without it called the Raen and the coast of Flanders. It is steep like the French Pole; and from its W. end runs a long rib of sand that is not above a gun-shot in breadth, which stretches to the westward till it passes Ostend. This has the distinct name of the Ript, and is a hard sand with good anchoring ground. When Blankenberghe bears at S. E. by E. there is 6 fathoms at low water upon the Ript, but this is the deepest part of the sand; for it becomes shoaler towards the E. as it comes nearer to what is particularly called the English Pole. When the high spire steeple of Heist comes to the light-house, thwart of that is the shoalest part of the bank; to the eastward of which it again becomes deeper, as it does in edging towards the bank, where a ship may run over at half flood in 18 feet, though it cannot be recommended either as safe or prudent on account of the French Pole. In the channel between this bank and the Raen is soft ground; but as it shoals from mid-channel towards either of the banks the ground becomes hard.

ENGLISH Road in the island of Eooa or Middleburg in the South Pacific Ocean, is in lat. 21 deg. 20 min. half S. and long. 174 deg. 34 min. W. It has anchorage in 25 fathoms, and a gravelly bottom at three cables length from the shore; though the bottom at 40 fathoms and in some other parts is not to be depended on, as the coral rocks are such as to endanger the cables, and a prodigious swelling

swelling sea rolls in from the S. W. At this anchorage the highest land bears S. E. by E. the N. point at N. E. half E. and the W. point at S. by W. half W. and the island of Amsterdam or Tongataboo extends from N. by W. half W. to N. W. half W.

ENGLISHMAN'S Head, in the island of Guadaloupe in the West Indies, is in lat. 16 deg. 31 min. N. and long. 62 deg. 4 min. W.

ENIS, a word which in the Irish means island, and prefixed before any name, as Enis Bosine, for example, means the island of Bosine.

ENIS BOSINE, on the W. coast of Ireland, is to the N. of Dog's Head Point, and S. from Achill Head, having the smaller island of Enis Turk at E. N. E. Its lat. is about 53 deg. 33 min. N. and long. 10 deg. 45 min. W.

ENISBOTTOM, is one of those small islands to the southward of Achill Head and the Achill Islands on the W. coast of Ireland, and contiguous to the coast, between Achill and the point of Archeriston or Dog's Head to the northward of Slyne Head. Perhaps it is the same with Enis Bosine.

ENISHERKIN is an island of the S. W. coast of Ireland, situated between Cape Clear and the main land, and in the direction of N. by E. from the cape. It is westward from Baltimore Haven; and there is a channel to sail through to the northward of Enisherkin between it and an island called Spaw, and to come out again by Cape Clear, but this is not to be attempted by any but persons who are well acquainted with it; neither is it at all to be done by large ships, because there is not above 2 fathoms water at half flood.

ENISHTRICK is one of the small islands contiguous to the coast, which are situate to the southward of the Achill Islands on the W. coast of Ireland, between Achill on the N. and Archeriston on the S. from which latter it lies nearly in the direction of N. E. by N. or thereabouts.

ENISKERRY, which are sometimes, though improperly, called Inniskerry Islands, on the W. coast of Ireland, are to the S. of what may, strictly speaking, be called Galloway Bay, being adjacent to the coast to the southward of the Arran and other islands which defend that bay on the S. from the S. W. swells of the ocean. They also lie nearly in the direction of N. E. from Loup's Head,

which is the northern limit of the great river of Shannon. Though there is a passage within the southernmost of them from the S. W. nearly along shore, yet to the northward, a ledge of rocks runs off from the point of Trumore Castle, not only to the northward so as to connect with the E. end of the northernmost island, but to the W. nearly as far as the E. side of the southernmost island. No passage is therefore to be found northward within those islands; and the castle and middle of the E. side of the island are the utmost limit of the rocks, when brought to bear due E. and W.

But as this lies out of the way, and ships can have no business here, after passing the Shannon, till they get to Gallo-way, it is best to keep without these islands, giving them a birth of 2 or 3 miles, on account of some rocks which also run off to the W. from the northernmost island. After clearing these, the course is fair to the channel of Arran, and nearly at N. E. for Balliella or Battiella Point, from whence begins on the starboard the S. passage to the bay between Little Arran Island on the larboard and the main. From Loup's Head to Battiella is about 11 leagues; and the Eniskerry Islands are about 5 leagues from the latter and 6 from the former.

ENISMURRY is an island on the N. W. coast of Ireland in Donegal Bay, and about 3 leagues to the W. from Ballyshannon Haven. It is about half a league in length, and at its S. end is a small island or rock above water. Ships must not come near the S. end of Enismurry, which is very foul, and has a ledge of rocks that stretches out a great way into the sea, though there is good anchorage on the S. E. side of the island. To Ballenden Point from hence is about 8 miles to the S. W. by S. half S. betwixt these and some islands and round to Rala Point, at S. S. E. are some sunken rocks that are dangerous, so that this part of the coast must be carefully avoided.

ENISTRAHULL is off the extreme N. part of Ireland, in the direction nearly of N. W. from Coledagh Head. It is the same as Ensterrhull hereafter mentioned.

ENIS TURK Island is one of those islands near the W. coast of Ireland, that are situate to the southward from the Achill Islands, between Achill on the N. and Archeriston on the S. The charts represent this and Enishtrick some-

times

times by one name and sometimes by the other, and sometimes both by one of the names, so that in this respect we have no certainty. We can only say, that one of them is situated out to the westward, and the other quite within in mid-channel nearly at the entrance into the bay, though rather nearer to the N. point of the main.

ENIT Island on the W. coast of France, not far from the mouth of the River Charente. The soundings to the southward of it diminish in the approach to the S. E. to the entrance of the narrow channel to 2 fathoms and three quarters, and even 2 and a half. It is very rocky both within and without the island, as far as the long narrow point that runs N. W. from the mouth of the Charente. It is situated to the E. from the S. end of the island of Aix; on the N. of which, and at E. from the N. end of the island of Aix, is a groupe of rocks, without which are from 3 to 4 fathoms.

D'ENOT Island, the same with DENNET, which see.

ENRAGE Cape, in the island of Martinico in the West Indies, is a projecting point of land on the W. side of it, a little curvilinear. It is situated to the S. of St. Pierre or St. Peter's, and the coast trends to the S. E. easterly from it as far as Cape or Point Negro, which is the N. W. limit of the great bay of Fort Royal. Between Cape Enrage and Point Negro is a bay, but not very deep, where ships might take shelter upon occasion; but on account of the superior bays and roads on each side of it, this is seldom necessary.

ENSTER, is one of the small havens on the N. coast of the Frith of Forth in Scotland, which lie between Fife Nefs to the N. E. and Elle Nefs to the S. W. It is the second from the eastward, the first being known by the name of Cryll, of which we have already taken notice. The Enster is a deeper haven than that of Cryll, and has not less than from 7 to 8 feet at high water on neap tides, and from 10 to 11 on the spring tides.

ENSTERHULL, contracted or corrupted from Enistrahull, at the northern extremity of Ireland, has been sometimes called Munsterhull. It is situated about 4 leagues to W. N. W. from the haven of Lough Foil. They are small and black islands or rocks, but not very high above water, and but a small distance

from the plain high land of Emisthone on the main. See EMISTHONE.

ENTRY Island is on the W. side of the northernmost of the two islands of New Zealand in the South Pacific Ocean. It is about N. by E. from Cape Tierawitte, on the E. side of the channel between the two islands called Cook's Strait; and the island and cape may be considered as the E. side of the strait, which are about 9 leagues asunder. The variation of the compass has been observed about the straits from 14 deg. 15 min. to 15 deg. 30 min. E. See Queen CHARLOTTE's Sound.

EOOA, in the South Pacific Ocean, is frequently known by the name of Middleburg. We have had occasion to take some notice of it already, under the head of English Road; to which it is only necessary to add, that this island is situated in lat. 21 deg. 24 min. S. and long. 174 deg. 30 min. W. and is sometimes also called Eaoowe. When this island is viewed from the ships at anchor, it forms one of the most beautiful prospects in nature, and very different from the other Friendly Islands; for those are low and perfectly level, so as to exhibit nothing to the eye but the trees that cover them, whereas the land of this island rises gently to a considerable height, exhibits an extensive prospect, and abounds with groves of fine trees which are interspersed, at irregular distances, in beautiful disorder. The rest of the land is covered with grass, except near the shores, where it is entirely covered with fruit and other trees, among which are the habitations of the natives. See ENGLISH Road.

EPELS Rocks, otherwise called Epels Scaren, are a cluster of sunken rocks, on the N. coast of the gulf of Finland, about 5 leagues to the eastward of a great rock in the sea called Putsfagre, and about 9 leagues to the W. southerly from the rocks called the Goe Scars, and 16 leagues from Rhodel at the mouth of the sound going into Wyburg.

EPHESUS at the E. part of the Archipelago Sea, was anciently a famous city of Ionia on the coast of Asia minor, situated at the mouth of the Castrus, and forming a convenient harbour. It was the capital of Asia at the time of its being possessed by the Romans, and is situated about 23 miles to the N. of Miletus, in lat. 37 deg. 58 min. N. and long. 27 deg. 42 min. E. It is on the S. side of the

the peninsula, by which on the N. side the gulf of Smyrna is formed, and in the direction nearly of N. E. by E. from the island of Samos, one of the islands of the Archipelago. It is nearly due E. from the small island of Venitica off the S. end of the island Scio.

ERIBOL Loch is an arm of the sea, on the N. coast of the shire of Sutherland in Scotland, which is capable of affording a safe retreat to the largest vessels. Several streams fall into it, and in particular that which flows from the great lake called Loch Hope.

ERICK's Frith on the coast of Greenland, is in lat. about 63 deg. and a half N. from whence the coast turns more southerly towards the W. as far as Whale Island about lat. 62 deg. and to Cape Discord in 60 deg. and a half.

ERK Island, is near the entrance into the Haast of Aaland, near the S. W. point of the country of Finland, and about 9 leagues to the W. of the island of Uttoy. Four leagues farther to the N. by E. is a large and nameless island, and from thence steering along E. a ship will come to the channel of Abo. There is also another channel from Erk Island called Corp Sound, from an island of that name.

ERQUICO, is a town on the coast of Abex in Africa, at the mouth of a harbour situated on the Red Sea, about 320 miles to the S. W. from Mecca, and in lat. 17 deg. 20 min. N. and long. 39 deg. 16 min. E.

ERROMANGO Island, is one of the groupe of Islands in the S. Pacific Ocean, known by the name of the New Hebrides, at the distance of about 18 leagues to the S. S. E. from Sandwich Island. It is about 25 leagues in circuit, and the middle of it is in lat. 18 deg. 47 min. S. and long. 169 deg. 19 min. E. The Island of Tanna is about 6 leagues from the S. side of it. The variation of the compass about Erromango is 10 deg. 6 min. nearly to the E. Traitor's Head is the N. E. point of this island, which terminates in a saddle hill that may be seen 16 or 18 leagues off. Off the W. end of the island the soundings are 30 and 22 fathoms near a mile from shore, over a sandy bottom; but this situation is exposed to the W. and N. W. winds, though it is very seldom that the wind blows strong from these directions. Down the N. side of the island, at the distance

of three quarters of a mile or a mile from shore, the depth is between 20 and 30 fathoms over a fine dark sand. The S. E. winds are the most prevalent here; and there are strong currents in consequence of it, among the New Hebrides that set to the N. W.

ERRONAN Island, in the S. Pacific Ocean, is the most easterly of the groupe of islands, which are known by the name of the New Hebrides. It is more than 5 leagues in circuit, and lies in the direction of N. by E. half E. from Port Resolution in the Island of Tanna, at the distance of 11 leagues. When a ship in lat. 20 deg. 33 min. half S. has Port Resolution at N. 86 deg. W. at the distance of 6 leagues, and Traitor's Head in the Island of Erromango at N. 58 deg. W. at the distance of 20 leagues, this island bears at N. 86 deg. E. distant 5 leagues. It is sometimes known by the name of Footoon.

ESAMEAUX Passage, at the mouth of Bourdeaux River, on the W. coast of France, is the channel between the Mauvaise Sand to the southward of Point la Coubre about a league and the Cordovan Tower. It has about 4 fathoms depth at low water.

ESCALGRAIN Bay, on the coast of France, is a little to the southward of Cape la Hogue, in the direction nearly of E. S. E. from Alderney. A small stream falls into it from the eastward; but the peninsula is here but narrow. Its southern limit is Jobourg Ness.

ESCALONA, is a town of the coast of Asia, at the extreme part of the Levant, about 15 leagues to the S. of Jaffa, and the last town of Asia. It has no port, nor is it indeed frequented by ships, affording neither road nor haven. From Jaffa as far as the city of Damietta on the bank of the eastern branch of the Nile, a distance of 53 leagues of coast, it is a wild and desert country, having not so much as a port, river, or city, in the whole extent.

ESCATARI Island, is a small island that is situated about 5 leagues to the N. of Louisburgh, in the Island of Cape Breton, at the southern part of the Gulf of St. Lawrence. For the lat. and long. see LOUISBURGH.

ESCENDAS, on the Island of St. Paul's or Loango, on the W. coast of Africa, which is situated to the S. S. W. from the River Danda, is a name given to

four low trees that are upon the island. Of these three only will first be seen, but the other will be discovered from the top-mast-head, as well as the whole island, and also the channel between the island and main. The road, which is close under the island, lies in between it and the continent, and ships may come to an anchor there, if they desire to go in within a stone's cast of the shore, in 15 fathoms water, carrying the cable also on shore. But if a ship comes to an anchor at the N. E. point, one anchor is to be brought to the shore, and another thwart to seaward, and then she will be well moored. The lat. is about 9 deg. S. and long. 14 deg. and a quarter E.

ESCHAUDÉES Rocks, on the coast of France, and in the English channel, are about a gun-shot to the N. E. from the Lobrasles Shoal, and fall dry at every tide. The latter, which will be noted more particularly under their proper head, are about 2 miles to the E. from the N. E. end of the Island of Brehat or Briack; between them are a great many shoals and rocks, of which those who are unacquainted ought to be very careful.

ESCHIA, or ISCHIA, an island of the Mediterranean, in lat. 40 deg. 34 min. N. and long. 13 deg. 30 min. E.

ESCLAVOS Point, on the W. coast of Africa, has been noticed already under the head of Biségos, of which it is a part, but broken off and looking like an island. It will be unnecessary, therefore, to treat of it more particularly in this place. See BISÉGOS.

ESCLAVOS River, also on the W. coast of Africa, but southward of the River Benin or Formosa, being 2 leagues and a half from the village of Arobo on the S. side of the small shallow river of Rogocam, so called from the town on its N. side, at the distance of 4 leagues to the S. from Benin. From the S. point of the River Esclavos, there falls off a very large reef or shoal of sand, which reaches out to seaward to the distance of 4 leagues, and has not above 3 fathoms water upon it at the deepest, and in some places not more than 3 feet. Large ships, therefore, cannot come within sight of land on this part of the coast without the greatest danger of running a-ground. It is 5 leagues from hence S. to the River Forcades, and in the fairway there is 12 fathoms and good anchorage.

ESCONDIDO Port, or the Hidden Port,

as the word implies, was formerly the name of a port on the S. side of the Island of Cuba in the W. Indies, between Cape Mayzi at the eastern extremity and Cape Cruz to the W. a little southerly. By what name it is now known is not easy to say, neither is this part of the island much frequented by ships.

ESCONDIDO Puerto, or Hidden Harbour, on the W. coast of New Mexico, is 8 leagues from the River Maslia. It is a small bay, having a point that runs out into the sea half a league beyond the shore, a little way within which is a small island that closes and makes the harbour. There is good anchorage on the land side of the little island, though the W. and S. W. winds should drive in, and there is safe landing for boats. It is 30 leagues from hence to Don Garcia Pesquerio, or Fishery, the land being all vales and open strands without any harbours. About 10 leagues of this distance from the port to the westward, before a parcel of crags or rocks which are visible, are many dangerous shoals that run out into the sea to the distance of 2 leagues, and shew themselves at the bottom, having only a fathom or a fathom and a half water upon them at the lowest ebb. Great care must be taken to avoid them, as they extend to more than 2 leagues in length. These sunken rocks and the crags just mentioned bear N. by E. and S. by W. from each other at the distance of 2 leagues, and are only 2 leagues distant from the port of Acapulco; and Alcatrazes Island is 3 leagues to the westward of the shoals.

ESCONDIDO River, is on the coast of Yucatan, on the Bay of Campeachy, in the great Gulf of Mexico, between Champetan and the Harbour of Port Royal, being nearly about 9 leagues from each. The coast here trends at S. S. W. and S. W. by S. In the mouth of this river there is a harbour, but not very large, known by the name of Bocca de Escondido, or the opening of the River Escondido.

ESCREVERE, or ECKRENOUE, are high ledges of rocks, lying in the fairway to the E. of the Island of Jersey, from Cape Carteret to Granville or Cancale Bay. After a ship has passed between the Bank de Feloe, Pel Bank, and Grune Bank, and sailing away S. a little easterly, she may run between these high rocks

rocks of the Escrevere and some others, which are called Falebanks; and this course will lead between the great rock called Le Beuff and the shore of St. Germain, or the coast of the main land to the eastward.

ESKIMAUX, sometimes called New Britain, Labrador, and heretofore denominated **ESQUIMAUX**, which see.

ESKI PHOROS, a western promontory of the gulf of Ackmetchid, on the N. W. part of the Crimea, in the Black Sea. The lat. is set down to be 45 deg. 16 min. N. and long. 33 deg. 50 min. E. The coast from hence turns S. E. to Dandaca Bay or Port.

Cape d'ESPANO, is on the N. W. part of the island of Corsica, in the Mediterranean, and the N. E. limit of the bay of Calvi. There are some small islands and rocks off the point, of which ships should beware on coming round from the N. E. There is a watch-tower on an eminence between the two points, and to the southward of it, a little westerly, is the Fortune Battery.

ESPARTEL Cape, the same as Spar-tel, near the straits of Gibraltar. See **SPARTEL**.

ESPERANCE Bay, otherwise called Hope Bay, at the N. end of the island of St. Lucia in the West Indies, lies between Cape Marquis on the E. and the N. Cape of the island on the W. It is nearly due S. from Diamant or Diamond Point, the most southerly point of the island of Martinico, and is in lat. 13 deg. 52 min. N. and long. 60 deg. 52 min. W.

Cape Bonne ESPERANCE, a name given by foreigners to the Cape of Good Hope, near the southern extremity of the coast of Africa, which see under that title.

Cape Bonne ESPERANCE, on the N. W. part of New Guinea, so called by the Dutch, to the eastward of the easternmost point of Gilolo Island. Its lat. is about half a deg. S. and long. 132 deg. 20 min. E.

ESPERANCE River, at the N. end of the island of St. Lucia in the W. Indies, falls into the bay of that name. See **ESPERANCE** Bay.

ESPESCIA, is a port or bay of Genoa, on the N. coast of the Mediterranean, in the direction of the coast, which is about S. E. from Genoa, and to the N. W. of the small gulf of Mayre. It is nearly in the midway along the coast between the cities of Genoa and Leghorn. Ships must en-

ter it from the S. and its W. point is known by an island somewhat long, which lies parallel to the double land to the southward of Port Venere, that just lies without it on the W. side of the peninsula. There are some smaller islands also and rocks, of which a ship must beware, as there is 15 fathoms water very near them on the W. side. To go in, give them a sufficient birth on the larboard, and run up at N. N. W. or thereabouts, in mid-channel, in various depths from 20 to 10 fathoms water, and anchor off a point within the harbour, projecting forward on the larboard.

ESPINOSA, a place situated on the N. coast of Spain, on the W. side of the bay of St. Andero, which lies nearly due W. in the direction of the coast from Laredo and Bilboa.

ESPINOSA Islands, are two small islands so called on the coast of Spain, of which one is within the jurisdiction of Biscay, and the other of Old Castile.

ESPIRITO Santo Island, one of the groupe of islands known by the name of the New Hebrides, in the S. Pacific Ocean, and the largest of all of them. It is 66 miles in length, from N. N. W. half W. to S. S. E. half E. 36 in breadth, and about 180 in circumference. It is the most westerly of all of them; and the harbour of St. Philip and St. Jago is most excellent. Bougainville's Passage is at the S. E. end of it, between this island and Mallicollo, which lies to the S. S. E. The S. W. part of this island, called Cape Lisburne, is in lat. 15 deg. 40 min. S. and long. 165 deg. 59 min. E. but the bay of St. Philip and St. Jago is to the E. N. N. the N. W. point of which bay, called Cape Cumberland, is in lat. 14 deg. 39 min. S. and long. 166 deg. 49 min. half E. and the E. point of the bay or Cape Quiros, is in lat. 14 deg. 56 min. S. and long. 167 deg. 13 min. E. The variation at this island has been observed to be 10 deg. 5 min. E.

Cape d'ESPOIR, is on the W. coast of the gulf of St. Lawrence, and S. W. of Bonaventura Island, from whence the coast turns in westerly for 7 or 8 leagues, and then S. for 3 or 4, off which there are some small islands. Port David is about 3 leagues to the W. by S. from hence, and opens into the great bay of Chaleurs.

Bay of St. ESPRIT, otherwise called St. Lawrence Bay, on the S. E. coast of Africa, is in lat. 26 deg. S. or thereabouts,

abouts, and 33 deg. of E. long. In many charts it is known by the name of Lagoa Bay.

St. ESPRIT Island, to the eastward of Malacca in the E. Indian Ocean, is a small island about E. by N. from Cape Romania, and is situated in lat. about 1 deg. 40 min. N. and long. 105 deg. 50 min. E. But some modern charts take no notice of any such island, but lay down soundings of from 30 to 34 fathoms, exactly in the situation described.

St. ESPRIT Island, on the coast of Cape Breton Island, at the S. part of the gulf of St. Lawrence, is a small island off the S. entrance of Rigaud Haven, to the westward of which round the island is a bay, having some islands before it.

ESQUEBA Gulf, on the N. coast of South America, it now more usually known under the name of *Islequibo*. See *ISLEQUIBO*.

ESQUIMAUX, sometimes and in some charts called *Eskimaux*, is a large extent of country, situate between 50 and 64 deg. of N. lat. and between 59 and 80 deg. of W. long. It is bounded by Hudson's Straits on the N. by which it is separated from Greenland; the Atlantic Ocean is the boundary on the E. on the S. E. it is terminated by the gulf and river of St. Lawrence, which separates it from Newfoundland and Nova Scotia; and Hudson's Bay is its boundary on the W. The country and inhabitants, both of which are frequently distinguished by this name, are supposed to derive this particular denomination from *Esquimantse*, a term that in the Albinagun dialect denotes eaters of raw flesh. They are almost the only people in those parts who eat their meat in this manner; but they nevertheless frequently boil it, or dry it in the sun. It is probable that they are descended from the Greenlanders, as they seem, from their complexion, customs, language, and other circumstances, to be very different from all other Americans; yet, it must be added, that they are of a very savage and brutal disposition, and Europeans are very averse on that account from settling on the coast, and those who venture to trade among them for furs, which is the only article of commerce that they bring down from the inland country, in order to exchange for knives, scissars, pots and kettles, and other useful utensils, are under the necessity of continuing on the defensive, and to

keep them at a reasonable distance. This is a measure of precaution that becomes indispensable, from their propensity to plunder, whenever they can find an opportunity, instead of bartering. It is also necessary to prevent their approach in any considerable number, for the very same reason; and so addicted are they to mischievous acts of depredation and rapine, that, if a very strict watch is not kept up during the night, they will come down to the coast and cut the cables, in as quiet and secret a manner as possible, under the hope and expectation of seeing the ships wrecked on the shore in the morning.

Several attempts have been made to form settlements on this coast, but they have always miscarried. The French, in particular, at various times, have erected and built forts and some small towns on the frontiers, with a hope of civilizing and introducing a traffic among them, and also as a protection to missionaries that have been transported at various times with a view to convert them to Christianity; but from their extreme shyness of disposition, and the untractable and uncouth habits which they have acquired, these objects have constantly been defeated, and the settlements have accordingly fallen into decay.

Consisting, as it has been frequently supposed, of more than 30,000 men fit for the field, yet the inhabitants about Hudson's Bay have very commonly dispersed bodies of 10 or 12 times their own number, when they have found it necessary to oppose them. They have canoes, into which they will sometimes crowd 30 or 40 men, with which they very much infest the cod and other fisheries, so that it becomes necessary to keep out armed vessels in such situations as to afford sufficient protection to the fishermen; and they are habituated in crossing the straits of Belleisle into the island of Newfoundland, which are not less than 7 leagues in breadth. They also use a small sort of canoe, of a shape very similar to that of a weaver's shuttle, and about 10 or 12 feet in length; but they have likewise others which are larger, and nearly resembling the decked shallops of the French. These will carry 150 persons, and go either with sails or oars. They are the only natural inhabitants that have ever been seen on the coasts of Newfoundland; to which also they pass over from the main land, for the purposes

of hunting, as well as for the sake of traffic with the Europeans. The settlements in Hudson's Bay are the only settlements that have been made by the English.

The climate of this extensive country is somewhat milder than about Hudson's Bay; and the soil is of a nature more genial and promising, so as to produce most of the necessaries of life, except corn. The fisheries on the coast have been very profitable; and imports to the amount of 50,000 pounds, have arrived home from thence in one summer. This is an incontestible proof, that if settlements could be established there, both whale oil and whale bone might be prepared there, and imported much cheaper than they are at present.

ESQUIMAUX Bay, otherwise called the great bay of Esquimaux, is on the E. coast of that country, its S. point being in lat. about 54 deg. N. and long. 57 deg. W. Cape Harrison is the N. point of this bay, which runs far in to the westward. Off the S. point is the island called Fortune, and within it near the coast some other smaller islands. To the northward of the larger island is also another, that is larger than the Island Fortune, called Mitau, the opening or channel into the bay going in between them, and having within near the N. shore several smaller islands.

ESQUIMAUX Bay, on the S. E. of the country of the Esquimaux or Labrador, is within the straits of Bellefleur, opening into the gulf of St. Lawrence. It is on the N. shore of the gulf, to the W. from Bradore Harbour, and E. from Shecatika Bay and St. Augustin River, in lat. about 51 deg. 25 min. N. and long. 57 deg. 48 min. W.

ESQUIMAUX Cape, is the S. point or limit of the entrance of Nat's Bay, on the W. coast of that part of the Great Bay of Hudson's, called The Welcome, to the northward of Seal River and Button's Bay. Its lat. is about 60 deg. 40 min. N. and long. about 95 deg. W.

ESQUIMAUX Islands, on the S. coast of the country of the same name, are situate near the shore on the N. of Anticosti Island, and to the eastward of St. John's River. One of these, which is larger than the rest, appears to have a port to the W. of a point, which has obtained the name of Esquimaux Point. The Islands appear to be situated in lat. 50 deg. 10 min. N. and long. 63 deg. 10 min. W.

ESQUIMAUX Point. See the preceding article.

ESQUIMAUX River is that which falls into the lesser Esquimaux Bay, on the S. E. coast of the Labrador Country. See ESQUIMAUX Bay.

ESSEQUIBO, the same with ISSEQUIBO, which see.

ESTAPLES, on the coast of France, and in the English Channel, is S. of Boulogne near 5 leagues, on the N. shore of the River Couchy or Canche, which vessels only can enter in mid-channel at high water. The sand called the Bâture, that runs off from Ambleteuse towards the S. W. in a very long and narrow spit, lies off it, and within this sand is from 5 to 15 fathoms directly W. from the N. point of the river. Its lat. is 50 deg. 46 min. N. and long. 1 deg. 56 min. E.

ESTAPO, is a strong town of America, situated in Mexico or New Spain, and inhabited by Spaniards and native Americans. It is at the mouth of the River Ilaluc, and in lat. 17 deg. 30 min. N. and long. 103 deg. 5 min. W.

ESTEPOONE, on the E. side of the River Verd, or Green River, within the straits of Gibraltar, and a short distance only to the N. N. E. from that rock. There are some small rocks and sands to the E. of the River's Mouth, between which, and the shore, and almost contiguous to them on the W. is anchorage in from 14 to 16 fathoms. There are watch-towers all along this coast at very short distances as far as the bay of Malaga.

ESTRELLA River, otherwise called the Star River, is about 9 leagues to the N. W. of the Island del Cano, on the W. coast of New Mexico, and 5 leagues from another Indian Island which lies in the fairway between. It is also 11 leagues from this river to the Herradura or Horse Shoe Point, along the coast of the bay, this point being 16 leagues from the Island del Cano athwart the bay. The river is about half a league wide at the entrance, and small ships may go up it to the distance of 2 leagues.

ESTRIDGE's Gut or River, to the eastward from Sandy Bay, is not far from the most northerly point of the land of the island of St. Christopher's or St. Kitt's, in the West Indies, which is but a little to the W. N. W. from that bay. Sharp's Gut is very near it to the westward; and off the mouth of both of them

is a sand or shoal, on the outside of which, about half a mile from the shore, and nearly thwart of St. John's Church, to the E. of this gut, there is 5 fathoms water only.

ESWEEK Mouth, in the Shetland Islands on the N. of the Orkneys from the N. point of Scotland. It is a headland so called, and to the N. of Calford Voe, the name for a sound or bay in those islands, which is the northernmost of four Voes or Sounds all lying to the N. of Brasey Island.

L'ETANG Harbour is one of the harbours on the coast of North America, a few leagues to the W. of St. John's River, and not far from St. Croix River, which is the western limit of the country called Nova Scotia. It has a very deep and narrow entry, and is so much surrounded with high lands as to resemble a pond.

ETH's Noe, among the islands of Shetland, is a small inlet so called which goes in N. from the island of Mufa, situated about a mile to the N. E. from the point of Nonnaife. In this inlet is no more than 10 or 12 feet water.

ETIN Morro or Hill, is W. N. W. about 5 leagues from the broken sandhills on the shore, for 2 leagues beyond the port of Cheripe, on the South Pacific Ocean, in South America, and on the coast of Peru, which is in lat. 7 deg. 5 min. S. Several lagunes or lakes of fresh water are met with in the way to Morro Etin, that are known by the high broken sandy banks a league to windward of them. It is not, however, advisable to attempt the procuring of water here without necessity; for it is not only a great distance to the lakes, but the bay is a very bad place for ships, and a great sea always rolls in it.

From hence to Cape Aguja is a low and flat shore, and no high land is to be seen for 19 leagues, from the headland to the point. In the bay off at sea are the two islands of Lobos or Sea Wolves Islands, called by the Spaniards Lobos de Barlevento or Windward, and Lobos de Sotovento or Leeward, and about 7 leagues from the other, and 5 more from thence to Cape Aguja.

ERON, a small place in Suffex, a little above Steyning, situated on the River Adur, to which the tide flows. The spring tides here sometimes overflow the banks, and the river is navigable for

barges, to carry timber and other light burdens as far as Shoreham.

Peak of ETOILE, so called by Mons. Bougainville, the modern French circumnavigator, is the most northern island of the groupe of islands known by the name of New Hebrides, and is about 8 leagues to the N. by W. from the island of Aurora. He laid down the island to be in lat. 14 deg. 29 min. S. and long. 168 deg. 9 min. E.

EU or HUE River, on the coast of France in the English Channell, is situate between St. Valery to the N. E. and Dieppe to the S. W. not far from St. Remy. It is about half way between the Soame and Dieppe, and 4 leagues and a half from each, and is but a small river; but on the S. side within it lies Treport, which is also a tide haven, where ships may go in at high water, and lie dry at the ebb. This is sometimes called Brele River, and the River Start lies about a league and a half to the S. W. from it. It is in lat. 50 deg. 3 min. N. and long. 1 deg. 30 min. E.

EUBÆAN Sea, is another name for the gulf of Athens, of which an account has been already given under that article.

EUFEMIE Gulf on the coast of Italy. See ENFEMIE.

EUPHRATES River, of which our readers from its being mentioned in the most ancient and authentic histories extant will naturally expect us to give some account, is admitted to be the finest river of Asiatic Turkey. It rises from two sources to the northward of Erzerum in Turcomania, in the lat. of 40 deg. 16 min. N. the streams of which unite at the distance of about three days journey below that city, to which place small vessels may come up. But as the channel is very rocky, it renders the navigation somewhat dangerous. It first takes its course from E. to W. through Turcomania or Armenia, when it is obstructed by means of Mount Taurus, and thereby turned to the S. in which course it divides that province from Natolia. It then turns to the S. E. and separates Syria from Diarbeck or Assyria. After it has passed through Eyraca Arabic or Chaldea, it joins the Tigris, and continues the same course to Bassora, and empties itself into the Persian Gulf at the distance of 16 leagues below that city. The ancient Mesopotamia, or Diarbeck, is almost surrounded by means of the two

ivers of the Emphrates and the Tigris. The mouth of the Euphrates is in lat. 30 deg. 49 min. N. and long. 48 deg. 30 min. E.

EURIPUS is a famous strait of the Grecian Sea, between the island of Negropont in the Archipelago, and the continent of Greece in European Turkey. The tides in this channel during the first 8 days of the moon, and from the 14th to the 20th inclusive, as well as the 3 last days, are very regular as to their ebbing and flowing; but at other times it will flow 11, 12, 13, or even 14 times in the space of 24 or 25 hours, when the water only rises for half an hour, and ebbs about three quarters. It has been attempted, but in vain, both by ancient and modern philosophers, to account for this very strange irregularity; and it is a known proverbial observation among the Greeks which are situated in its vicinity.

EUROPA Point, is the southernmost point of land nearly, at the entrance into the Mediterranean through the straits of Gibraltar. There are two projecting lands, that are known by this name, and distinguished under the characters of Great and Little Europa.

Of *Little Europa*, it must be noted, that it is the S. W. point of the land of the peninsula of the rock of Gibraltar, from whence the coast turns short to the eastward, and forms that side of the narrowest part of the straits. *Great Europa* is on the Mediterranean side of the peninsula, and more than half a mile in the direction of N. E. from the most southerly land that is situated to the eastward of Little Europa. From hence the coast begins to trend N. and the rock becomes high from thence as far as the isthmus.

EUSTACE or **EUSTACIA** Island, is situated at the entrance to the harbour of St. Augustine on the coast of Florida, and, with a long point of land, may be said to form that entrance. It has been also called *Metanzas* or *Slaughter Island*, from the circumstance of the Spaniards having there caused some Indians to be massacred. It is a long and narrow island and principally consists of sand and bushes; there is but one mountain upon it, and it is about 20 miles in circuit.

EUSTACE or **EUSTATIA** Island, commonly called *St. Eustatia*, is an island of the West Indies, which belongs to the Dutch, being about 5 leagues in circumference, and forming a steep mountain in

the shape of a cone, having a bay on the S. side but no harbour. It is only about 5 miles to the W. of St. Christopher's or St. Kitt's, in lat. 17 deg. 29 min. N. and long. 63 deg. 10 min. W. and one of the smallest of the islands which are distinguished by the name of Caribbees. The island has neither springs nor rivers, but by means of ponds and cisterns the inhabitants are never in want of proper supplies of water.

EVANKRIEST, is about 6 leagues to the N. W. nearly from Cape Sweetnaes or Sweet Nose on the coast of Lapland, in the way to the River Dwina or Archangel, and 4 leagues to the S. E. by E. from Black Point. Its lat. is about 68 deg. 15 min. N. and long. 38 deg. 30 min. E.

EVOTT's or **EVOUT's** Islands, near S. W. coast of Terra del Fuego Island at the extremity of South America, are about 7 leagues to the S. W. from New Island, and N. a little easterly from the two small and flat islands called *Barnevelt's Islands*; which last are 24 leagues from the straits of Le Maire. The lat. is 55 deg. 34 min. half S. and long. 66 deg. 59 min. W. The variation of the compass near these coasts is from 23 deg. to 25 deg. E. though somewhat less near *Barnevelt's Island*. *Nassau Bay*, which is within the island of Cape Horn and the *Hermit's Islands*, is to the westward of *Evout's Island*.

EXCHANGE Bay, is near the E. end of the island of Antigua, from whence the coast begins to trend to the S. W. It is to the N. E. from *Hudson's Point*, which is the eastern extremity of *Willoughby Bay*, and the northernmost of two bays in that direction, of which that to the S. W. is called *Half Moon Bay*. The small island called *Smith's Island* lies before the opening, which is to be left on the starboard in going in. There is but 2 fathoms and a half between this island and the main, and within the bay no more than 2 fathoms. It runs in to N. N. W. but *Half Moon Bay* goes in W.

EXETER, though not properly a port town, may be admitted into our work from its vicinity to the sea at *Topsham* and *Exmouth*. The sea, we are told, formerly flowed up nearly to the walls of the city, but was prevented about the year 1316 by *Hugh Courtenay*, Earl of Devon, who had been disgusted at the conduct of the inhabitants, and took a premeditated

premeditated revenge by throwing weirs and dams across the river. Since that time, in 1539, an act of parliament was obtained for making and forming a navigable canal from Topsham to the city, but the execution of it was delayed till 1581, nor was it completed till 1675. This was found to be insufficient for obtaining the objects they had in view; and the haven which is now in existence was constructed in 1697, when it was rendered capable of bringing ships of 150 tons quite home to the quay near the walls of the city. It is in lat. 50 deg. 44 min. N. and long. 3 deg. 34 min. W. By the late act for raising 20,000 seamen to be employed in the royal navy, 186 men are rated as the complement for the port of this city and its dependencies.

EXETER Bay is one of the numerous bays on the coast of New England in N. America, which, on account of so many superior ones, is but little noticed where good harbours and roads so much abound.

EXETER, a pretty town of New Hampshire in North America, on the N. side of Exeter River, with a good harbour, and formerly famous for ship-building. It is 15 miles to the S. W. from Portsmouth.

EXETER Sound, is to the N. of a cape, to which has been given the name of Cape Walsingham, situated to the N. E. from the Cape of God's Mercy, in lat. 66 deg. N. being the most southerly point of Cumberland's Island. This island lies on the N. side of Cumberland's Straits. The N. E. part of the Sound is called Dyer's Cape, and the coast trends from thence for 30 leagues to the N. N. E. to a cape that forms the western entrance of Baffin's Straits.

EXMOUTH Bar, at the mouth of the river Ex in Devonshire, below Exeter and Topsham, is about 12 leagues at W. by N. from Portland. At the S. end of the beach which lies before the haven ships may ride before Exmouth in 7 or 8 fathoms water, having the rock of Thomas Stones at S. or S. by E. It is good ground, and the situation is land-locked against southerly winds. From hence to Teignmouth it is about 5 miles to the S. W. and Torbay is about 5 leagues distant, in the same direction. The passage into Exmouth is very narrow, having rocks on the E. side, and a sand on the W. side; and there is not above 6 or 7 feet depth at low water, but 16 or 18 when the tide is in. From the difficulty of

going in, it is advisable generally to take a pilot, that will always come off on giving a signal. At Star Cross, within the bar about half a league, ships can always ride afloat; but vessels going up to Topsham lie aground at low water, and smaller vessels are used to go up to Exeter. Ships of 300 tons, fully laden, come up as far as Topsham. The Bar is in lat. 50 deg. 38 min. N. and long. 3 deg. 35 min. W. on the N. coast of the English Channel, and has high water at spring tides at half past 6 o'clock. From the S. W. along the coast the flood tide comes in the direction of E. N. E. and the ebb goes off the contrary way.

EXUMA Island, is to the E. of the Great Bank of the Bahama Islands in the West Indies, and is deemed to be one of them. It is situated between Stocking Islands to the S. W. and Long Island on the E. Though it has but few, if any, inhabitants, it is certainly one of the best of them, both for its fertility and the excellency of its anchorage within the sound to which it gives the name. It is in lat. 24 deg. 30 min. N. and long. 74 deg. 30 min. W. It is about 8 leagues at W. half S. from the N. E. end of Long Island, and 22 leagues to the N. N. W. from this island to Providence Island, passing along the island of Eleuthera.

EXUMA Sound, is also to the E. of the Great Bahama Bank, between it and the island of Guanahani, which is now more generally known by the name of Cat's Island. The whole British navy, it has been asserted, might ride here in safety. See the preceding article.

EYDER, on the coast of the German Ocean, is 6 leagues to the N. of the Elbe; and the land or coast of Ditmarsh or Holstein, between these two rivers, is full of flats and shoals, that lie out to a great distance, and render the approach to them very difficult. Holy Island, off the coast, is always made a direction for the entrance to this river, as well as to the Elbe and the Weser. To the N. beyond the Eyder, which is the W. shore of the land of Eyder Stee, is a broad sand called the New Ground; and within the Eyder also is a long sand on the S. shore, called the New Ground Breerug. All the mouth of this river is full of shoals; the Blavort, Hound, Iron Henrick, Heck Sand, and many others, are to be met with, for which buoys and beacons are every where placed, and by which the pilots from
Holy

Holy Island know how to carry ships into the river.

EYEMOUTH, is a small sea-port town of Berwickshire in Scotland, where there is sometimes a tolerable herring-fishery. It is 9 miles to the N. by W. from Berwick.

EYERLAND Island, is an island of that part of the Low Countries called North Holland, situate to the N. of the Texel, from which island it is parted by the sea at every high tide. It is small and flat, but has some little hummocks. There is no church in it, and but few houses, if any. It is a mark for the buoy on the Burgh Sand, to the S. E. within the Texel Island; for in sailing from the Helder towards Wieringen Flat, get the Horn and Zuydhafel in one, and keep them so in running up for Voogel Sand till this island of Eyerland comes open of the E. point of the Texel Island. A ship will then be the length of the Burgh Sand Buoy, which lies on the S. shore upon a tail of it; and may sail within it from thence in 5 to 6 fathoms. The Wester Gat, or Westfield Deep, is between the E. end of Eyerland and a reef that shoots out a good way towards it from the W. end of Fly Island; though it is only a channel for small vessels, not having more than from 8 to 10 feet water.

EYESDALE or EASDALE, one of the cluster or chain of islands along off the W. coast of Scotland, which has been much noted for its slate quarries. It is on the coast of Argyleshire, to the S. E. of Mull.

F.

FACILE Harbour, in Dusky Bay, New Zealand, is situated in the S. Pacific Ocean, and is a good situation for ships that design to go out of the bay towards the S. To sail into it, keep the inside of the land of Five Fingers Point on board, until a ship has got to the length of the islands, which lie abreast of the middle of that land. Haul round the N. point of these islands, and the harbour will then appear before the ship, bearing due E. See DUSKY Bay and FIVE FINGERS Point.

FAIRFIELD, on the coast of New England, and in that part of it called

Connecticut, is situated about 21 miles only to the S. of Boston, in lat. 41 deg. 12 min. N. and long. 73 deg. 30 min. W.

FAIR Haven, on the coast of Spitzbergen or E. Greenland, is to the southward of Bell Sound, in about the lat. of 78 deg.. To the S. of that is Horn Sound, which lies in the direction of N. W. nearly from Cape Look-out. About Bell Sound the land is all high.

FAIR Head, is the N. E. point of land of the coast of Ireland, to the E. of the Giant's Causeway, and S. E. from Rathlin Island. Cas Carry is the next point to the E. S. E. but the land on the other hand trends away to the westward, within Rathlin Island towards Port Rush and Island so called. Its lat. is about 55 deg. 15 min. N. and long. 6 deg. 35 min. W.

FAIR Island, one of the Orkneys so called, lying nearly between those and the Shetland Islands. It has high rocks, which can be distinctly seen from both these groupes of islands. The Duke of Medina Sidonia, the chief admiral of the famous and boasted Spanish Armada, which was designed to effect the entire conquest of Great Britain, in 1588, was wrecked upon it. But the Dutch East India ships used heretofore to stop at this island in going and returning. It is in lat. 59 deg. 30 min. N. and long. 1 deg. 43 min. W. and has high water at spring tides at 4 o'clock.

FAIRLAND Port in Scotland, see Loth RYAN.

FAIRLEE is a projecting land on the coast of Sussex, between Rye or Winchelsea and Hastings, and noted for some distinctions which are remarkable in the currents along the coast contiguous to it. In general, it must be observed, that ships to the westward of it should not be too covetous of *bugging the land*, as it is called, or keeping too near the shore; because there are some rocks and overfalls thwart of Pevensey or Pemsey Castle. The marks for this are to get Beachy at N. W. and the castle at N. half E. The current also runs half tide to the eastward from Dunge Nefs to Fairlee, and one quarter tide under another from Fairlee to Beachy. In the midst of the channel between Winchelsea and the coast of Picardy in France, in about 26 or 27 fathoms, both Fairlee and the S. Foreland may be seen.

FAIR

FAIR Nefs, off which is a spit of sand, in the course from Margate, on the coast of Kent, within the mouth of the River Thames, to the Downs. This is sometimes called **Fore Nefs**, and the sand by the name of **Long Nose**. It is to the E. from **Rocky Stairs**; and the coast trends from it about E. S. E. to **White Nefs**, and more southerly from thence to **East Nefs**. This projecting land is called the **North Foreland**, as the coast then begins to trend in to the W. of S. as far as into **Sandwich River**.

Cape FAIRWEATHER, on the E. coast of Patagonia, near the southern extremity of South America, is the N. point of the River Gallego. It is situated in lat. 51 deg. 34 min. S. and long. 68 deg. 25 min. W. though some accounts make it 69 deg. W. There is a deep bay along the coast southward, which terminates at **Cape Virgin Mary**; at the bottom of which bay is a barred harbour, and rocky, and the shoalings extend out to a considerable distance.

Cape FAIRWEATHER, on the N. W. coast of America, is in lat. 58 deg. 5 min. N. and long. 138 deg. W. The variation on this coast, out at sea, has been found to be 24 deg. 11 min. E.

Mount FAIRWEATHER, is a highland which is seen over the last mentioned Cape, and by which the cape may be known.

FAISANS or PHEASANT Island, called formerly by the French **CRISLE DE LA CONFERENCE**, and **DEPAIX**, is formed by the River Bidasoa, that divides France from Spain, a little to the S. of the city of Fontarabia in Biscay. It is a neutral island, and the entire dominion of it is not claimed by either of those nations. It has been rendered remarkable in history by the peace of the Pyrenees, which was here concluded between France and Spain in 1659. Many marriages and alliances between the two nations have also been negotiated here; in particular we may notice that of the Infanta Maria Theresa with Louis XIV. and the exchange of the Infanta Maria Anna Victoria with the Duke of Orleans's Daughter, Mademoiselle de Montpensier, in the year 1722. It is in lat. 43 deg. 30 min. N. and long. 1 deg. 44 min. W.

FAISLE Bay, on the S. side of the island of St. Domingo or Hispaniola in the West Indies, is to the N. W. from **Cape Beata**, the most southerly point of

the island. It is formed by the trending away of the coast nearly W. which had been N. N. W. or a little more westerly from the southern cape just mentioned. On the W. it is limited by the point so called, which stretches off a little southward from the village of Faisle, at the mouth of a gut, creek, or small river. Its lat. is about 18 deg. 23 min. N. and long. about 72 deg. W.

FAISLE Point, the western point or limit of Faisle Bay, which has been just mentioned. It also forms the eastern limit of the bay, to the eastward of the town of Cayes or Cayos.

Cape FALCON, on the coast of Barbary in the Mediterranean, is a point of land projecting northward, on the W. side of Oran, bearing from it at N. N. W. and forming a deep bay or gulf on its E. side. It consists of 3 or 4 points, and is to the E. of S. from Carthage on the coast of Spain. For the lat. and long. see **ORAN**, 9 leagues to the eastward of which is **Cape Ferat**. It is 20 leagues to the N. E. and N. E. by E. from **Cape Hone**, having **Cape Fegale** or **Fegalo** between them; and about 2 leagues to the S. E. from **Cape Falcon** is a rock above water under a small point without a name, on which stands a cross. From this rock the shore trends in at E. by S. and E. S. E. so as to make a wide bay; but ships may run along the shore close by the rock.

FALCONERA Island, in the Archipelago, is a small island to N. E. by E. from **Cape Angelo**, and about W. N. W. from the island of Milo. There is an open space of sea to the N. and S. of it; but in every other direction are islands at no great distance. In the fairway of the usual course from **Cape Angelo** to **Zea**, this island is to the eastward or on the starboard, keeping the direction of N. E. by N. or half a point more northerly sometimes will lead a ship through between **Zea** and **Macronisi**. But many ships sail from **Maricarvo**, **Caravi**, or **Grava Island**, which is the first island at N. E. from the Cape, eastward to this island, and pass round it also on the E. side; but it is necessary to keep at a moderate distance from them, to avoid dangers.

FALE River, a river of Cornwall so called, which rises about 2 miles to the W. of **Roche Hills**. It is afterwards joined by many brooks and streams, and at its influx into the **Carrick Road**, forms

forms the principal branch of Falmouth Harbour.

FALEBANKS, a Sand or Shoal off the coast of France, a little to the W. of Portbail Haven, and to the E. of S. from Cape Carteret. It bears nearly at N. E. by E. from the N. E. point of Jersey Island. There is a channel between it and the shore, but not too near the latter, on account of rocks and ooze; and there is also a channel through between these and the Ecrebon or Escreveve Rocks on the W. which in coming from the N. is in either case nearly in the direction of S. E. a little southerly. See **ECREBON** and **ESCREVERE**.

FALKENBERG, is a small sea port town of S. Gothland, in the kingdom of Sweden, which is situated on a river of the same name, about 6 leagues to the N. W. from Halmstadt. It was anciently a place of more considerable importance than at present; for in the neighbourhood of it was fought the famous battle so named in 1365, when the Danes were defeated by the Swedes. It is in lat. 57 deg. 10 min. N. and long. 12 deg. 52 min. E.

FALKLAND'S Islands are situated in the S. Atlantic Ocean, to the eastward from the Straits of Maghellan, in South America, and extend from lat. 51 deg. 6 min. to 52 deg. 30 min. S. and from 56 deg. 30 min. to 62 deg. 15 min. of W. long. They were first discovered by Sir Richard Hawkins in 1594, to which he gave the name of Hawkins's Maiden Land, in allusion to Queen Elizabeth, who lived in a state of celibacy. Commodore Byron was sent to those islands in 1764 by Lord Egmont, then First Lord of the Admiralty, to take possession of them in the name of his Britannic Majesty. The part on which he settled a colony he named Port Egmont, which was at that time deemed a valuable acquisition, and was possessed by the English till 1774. But it was abandoned on the 22d of May in that year, at the request of the Spanish court, who felt itself uneasy in having the British flag flying in those seas, which they had long considered as exclusively belonging to them. The name of Falkland was probably given in 1639 by Capt. Strong; which name has since been adopted by Halley and from that time has obtained in all our maps.

The observations of Capt. now Admiral M'Bride, who was sent to them in 1766,

are less favourable than the report of Commodore Byron. "We found, says he, a mass of islands and broken lands, of which the soil was nothing but a bog, with no better prospect than that of barren mountains, beaten by storms almost perpetual. Yet this is summer, and if the winds of winter hold their natural proportion, those who lie but two cables length from the shore, must pass weeks without having any communication with it." That the experience of ten years continuance here afforded proof of this observation, and had great influence with government in deserting it, may be hazarded as no improbable supposition.

Of these islands it may be observed in general, that there are two principal islands with a vast number of small islands every where surrounding them. At the N. W. extremity are the islands called Jason's Islands; the most westerly point is Cape Percival; Porpus Point and Sea Lion Islands are near the middle on the S. side; and Cape Pembroke and Berkeley's Sound are on the E. Cape Caresfort or Carysfort is the N. E. point of the easternmost of the two islands; and Cape Howe is the N. point of a small island more than half way at W. by N. from Cape Caresfort to the Eddystone Rock, and about 16 leagues at E. by S. half S. from Cape Dolphin. Cape Meredith is a name given to the most southerly point of the large island westward, from which at E. N. E. is Port Stephens; and Cape Orford, which is the westernmost point of that island is to the S. E. from Cape Percival, situated on a small island. The variation of the compass at these islands is about 22 deg. to the E. The Island of Beauchenes is in lat. from 53 deg. to 55 deg. 8 min. S. at a greater distance, and in long. about 58 deg. and a half W. having a smaller island to the N. E. of it.

Besides the name of Falkland, these islands have been sometimes called Pepys Islands, and are the same as the ancient Sebald de Wert's Islands.

FALKLAND'S Sound, in a N. E. direction, separates the two principal of the Falkland Islands, and opens on the N. to the eastward of the small islands which are situate E. from Keppel's Island before Port Egmont, and has from 13 or 14 to 18 fathoms water between the points of land. To the S. E. both coasts are lined with small islands or rocks; and there are some rocks off the N.

N. W. point of the easternmost of the two large islands, besides one farther out in the same direction, called the Eddy-stone Rock, which is a mark for the entrance to the Sound, being about 5 miles at N. by W. from Cape Dolphin, the eastern point of that entrance. Cape Tamar, the western point of it, is about 8 leagues from Cape Dolphin. See DOLPHIN and EGMONT.

FALLEN City, otherwise called Old Jerusalem, is a range of rocks so called among the Virgin Islands in the West Indies to the S. W. of Virgin Gorda, and situated in lat. 18 deg. 10 min. N. and long. 62 deg. 53 min. W.

FALLS, so called, a little N. E. of the narrowest part of the English channel, are a long narrow chain of sands that lie at S. by W. from the Galloper, another long narrow sand to the N. The nearest distance from the S. end of the latter to the N. end of the former, is a little more than 3 leagues; and from the N. Foreland to the N. end of the Falls is near 6 leagues at E. N. E. half N. This very narrow sand extends S. a very little westerly for near 6 leagues. Its S. end lies in the direction of S. E. by E. nearly about 13 miles from the N. Foreland, and of E. N. E. nearly about 14 miles from the S. Foreland. It is shoalest at this end, where there is only 21 feet at low water, but from 5 to 7 fathoms as it extends northward. As there is 18 and 20 fathoms water close along the S. end and W. side, care should be taken not to come near this end, if a ship draws above 18 feet, at the ebb. This end is about 7 or 8 miles without the Goodwin. A ship will sail clear of the S. end of the Falls, if, after getting both the lights on the S. Foreland, she runs out till Walmer Castle and Upper Deal Mill come in one, and then steer not more northerly than E. by N. or E. by N. half N. at farthest.

FALMOUTH, is a town of the county of Cornwall, where the River Fale falls into the English channel. It is the richest and best trading town of the whole county, and its harbour is so commodious that ships of the greatest burden come up to the quay. It is guarded by the castles of St. Mawes and Pendennis, situated on a high rock at the entrance; and its various creeks afford so much shelter that the whole royal navy of England may ride in it with safety in any

wind. If the port of Millford Haven be excepted, it is the best road for shipping in Great Britain. As the rendezvous of the packets for Spain, Portugal, and the West Indies, it has a great resort of people, and much riches pour into it from abroad, both on account of the London Merchants, and of their own; for it carries on a large trade with the Portuguese and others by its own merchants, and they partake also largely in the pilchard fishery.

The dangers to be avoided, in approaching Falmouth Harbour, from the southward, after coming round the Lizard, are the Manacles Rocks, which are about S. and S. by W. from the harbour, off the point where the coast begins to trend northward. Between the two points of the entrance into the harbour, on which to the E. is the castle of St. Mawes, and of Pendennis on the W. but somewhat nearest to the western shore, is the rock, emphatically called the Falmouth Rock. This is known by having a pole standing on it, on either side of which ships may sail, but the E. side is the best channel; for a ship may borrow by the lead towards St. Mawes into 5 or 6 fathoms at low water. In coming round St. Ann's or Anthony Point from the eastward, give it a good birth, till the Falmouth Rock come at N. E. or N. N. E. when a ship is W. or to the S. of W. from the Point, she may alter her course, and pass the Shag Rocks on the starboard, lying about W. N. W. from the point.

Another direction for going in, is, to keep the Manacles Rocks open, and shut on the point of Falmouth or Pendennis Castle, until the church over Pennycomb Quick in the N. comes to the E. of Smithick, and so stand over to St. Mawes, and ride with that castle at E. from the ship, having one anchor in 8 fathoms, and the westernmost in 4, as may be convenient. A rule has also been laid down to keep clear both of the Manacles Rocks and the Stags or Shags, which is, not to shut the several churches to the N. of the Lizard. For anchorage it has also been advised, if the wind be easterly, to anchor in 16 or 17 fathoms, but if westerly, in 4 or 5 only, as the W. shore is flat off a great way. But great ships anchor in Carrick Road with the Manacles Point over the Point of Falmouth. The town of Falmouth, which is on the

W. shore within Pendennis Castle, nearly in that direction from St. Mawes on the E. shore and Carrick road is between them round the point of land to the N. W. and in lat. 50 deg. 8 min. N. and long. 5 deg. 2 min. W. and has high water near half past 5 o'clock at spring tides.

To come out of Falmouth, if a ship be bound to the westward, she must not keep more southerly than S. S. E. or S. E. by S. according as the wind may be more or less towards the starboard shore. When Pendennis bears at N. W. at the distance of a league, the depth will be 10 fathoms; and when Falmouth is due N. and the Lizard at W. by S. the depth is 40 fathoms.

By the late act of parliament for procuring seamen for the navy, this port is required to furnish 121 men.

FALMOUTH, a little to the N. of Casco Bay, on the coast of North America, and in that part of New England known by the name of New Hampshire, has an extremely fine harbour, both large and commodious, where a vast quantity of masts and naval stores used to be loaded for the W. Indies and other parts, with which it heretofore enjoyed a good trade. Many ships were also formerly built here.

FALMOUTH, is a Town and Bay near the S. W. extremity of the long and extensive Peninsula of Barnstable, to the S. of Massachusetts Bay, in New England, on the coast of North America, and at N. E. from Elizabeth Islands. It is nearly opposite to the N. E. part of the island called Martha's Vineyard. From Nashawn Island, the nearest of the Elizabeth Islands, it is only 5 or 6 miles distant to the N. E. and across the land at S. S. W. nearly, or S. W. by S. from Sandwich in the bottom of Barnstable Bay, it is about 16 miles. Its lat. is about 41 deg. 30 min. N. and long. 60 deg. 38 min. W.

FALMOUTH Harbour, on the S. side of the Island of Antigua in the West Indies, is to the W. of English Harbour, and separated from it only by a very narrow Isthmus. It is more spacious than that of English Harbour, but it is also more open, and has, for the most part, a less depth of water, but yet sufficient for most ships. It is defended by two forts, which also have a magazine. See ENGLISH Harbour.

FALSE Bank, is a term which has frequently been applied to the lesser bank

of Newfoundland, frequently called the Outer Bank or Flemish Cap. The E. side of it near the middle is something more than 100 leagues nearly due E. from Cape Ballard on the E. coast of Newfoundland, and about 10 leagues across to the W. in the broadest part; its length is about 25 leagues. The Great Bank is not only to the W. of it, but extends a great way to the N. and S. as well as to the W. Between the nearest parts of the banks, it is said that there are no soundings for 35 leagues, their distance from each other. The long. of the E. side of the False Bank is about 45 deg. W.

FALSE Bay, to the eastward of the Cape of Good Hope, is frequented by ships during the prevalence of the N. W. winds, which usually begin to blow in the month of May, from which time till September, Table bay is thereby rendered a very dangerous situation. It is bounded on the W. by the most southerly point of Africa, properly called the Cape, and on the E. by False Cape, at the distance of 6 leagues from each other, bearing due E. and W. On the W. side of this bay is a smaller bay, which is the only proper station for ships, called Simon's Bay, about 11 miles from the Cape. The Peninsula, which is distinguished by the name of the cape, is formed by Table Bay to the N. W. and False Bay to the S. E. and consists of very high, naked, and desolate mountains. The place of anchorage in False Bay, or rather in that part of it called Simon's Bay, is in lat. 34 deg. 10 min. S. and long. 18 deg. 33 min. E. From the Cape Town to False Bay the isthmus is only 3 leagues across, but it is 30 leagues or more by sea.

FALSE Cape is, as we have stated under the preceding article, the easternmost point or limit of False Bay. There is no ground off this cape, and scarcely any soundings to be found off the cape itself. Its lat. is 34 deg. 16 min. S. and long. 18 deg. 44 min. E.

FALSE Cape, on the S. side of the Island of St. Domingo or Hispaniola in the West Indies, is a little to the W. of Cape Beata, and one of the double points of that cape, known by the name of the False Cape. See CAPE BEATA.

FALSE Cape-Horn. See CAPE HORN.

FALSE Passage, on the W. coast of Ireland, is a name given to the narrow passage

passage between the island of little Arran and St. Gregory or the middle island. It goes through to the E. of the latter in a N. E. direction, and is seldom used on account of its narrowness, especially at the S. W. entrance, which renders it somewhat dangerous. Much foul ground also stretches off towards Gregory's Island to the W. from the little island of Arran, and extends from the W. point a mile directly W. into the sea. But a ship may run through in 20 fathoms, by keeping the shore of St. Gregory's Island close on board. See ARRAN.

FALSE Point, is a point so called to the S. W. from the westernmost mouth of the river Ganges or Hughly, at the bottom of Bengal Bay in the East Indies. It is in lat. 20 deg. 22 min. N. and long. 87 deg. 5 min. E. between which and Point Palmiers or Palmiras to the N. N. E. is a bay.

FALSO Cape, the same with Falsé Cape, the eastern limit of Falsé Bay round the Cape of Good Hope.

FALSO Cape, the same with Falsé Point in Bengal Bay in the East Indies.

FALSTER Island, is a small island of Denmark, near the entrance of the Baltic, and about a mile to the S. of Zealand, from which it is separated only by a narrow strait. It is situated in lat. 55 deg. 10 min. N. and long. 12 deg. 14 min. E.

FALSTERBORN, on the coast of Sweden, of which there are two, viz. Falsterborn Point and Schoner or Old Falsterborn, to N. N. E. from it along the coast. The point is due S. from the island of Southolm to the E. of Almack Island; and the N. end of Southolm due E. from Copenhagen. From the point runs off to the S. W. a bank, some parts of which have only 2 fathoms and a half water. For ships passing towards the Baltic on the E. of Southolm Island, the best distance is about two-thirds over from the island towards the main, keeping that proportion till the S. end of Southolm comes at W. N. W. Then stand off shore about S. W. or S. W. by W. to avoid a bank which runs off from the main a league or more; but not more westerly, on account of the bank called the S. Flint, which is nearly due S. from the S. E. point of Southolm Island. Having got the southernmost land of this island at N. at the distance of about 4

miles, run due S. towards the church of Falsterborn Point, till the church of Schoner or Old Falsterborn comes due E. when the nearest land of the point will be about a league to the S. Then edge away at S. W. to avoid the bank above mentioned, till the ship has an oding of 5 or 6 miles, when she may direct her course again to the southward, in a depth of 6 or 7 fathoms, and so run on for the opening into the Baltic, increasing the depth to 10 or 11 fathoms, and round the E. point of land to 14 fathoms. This course will not only avoid the banks and shoalings on the eastern or Swedish shore, but some rocky patches which lie about S. by W. or S. half W. from the southernmost land of Southolm Island. When Falsterborn Point is at E. S. E. and Old Falsterborn about E. by N. distant about 2 leagues, there is anchorage in 7 or 8 fathoms, as there is also on the W. shore of the sound, nearly W. from the point.

Other directions for going round the point towards the Baltic, are, to come no nearer the reef than 5 fathoms, or at least 4 and a half, and to keep these soundings till the two churches of Falsterborn come in one, in the direction of N. E. A ship may then bear away to the eastward, in 6 fathoms, till the church on the point comes at due N. or N. by W. when she comes clear of the reef, and may borrow upon the main at pleasure. From Falsterborn Point to Dornbush Point, which is the westernmost part of the island of Rugen, is 14 leagues to S. S. E. and from the point of Falsterborn to the island of Bornholm it is 22 leagues at E. by S. It is also three leagues to the E. by N. from the point to Trelborg or Elburg. The lights of Falsterborn are in lat. 55 deg. 25 min. N. and long. 12 deg. 49 min. E.

FAMACUSTA or FAMAGUSTA, in the island of Cyprus, in the Mediterranean, is at the eastern part of the island, at the distance of 28 miles only from Tripoli in Syria, on the coast of Asia. It had anciently a strong sea-port, with a very considerable trade, but the harbour is now so much choked up that it will not admit ships of large burden. It is in lat. 35 deg. 10 min. N. and long. 35 deg. 55 min. E. It is northward from Cape Grega about 3 leagues and a half or 4 leagues, and S. W. from Cape St.

Andrew about 12 leagues, without any haven or harbour between. However, it is still the most capital place for trade and shipping in the whole island, and has a very good road before it.

FAMILY Islands, a cluster of islands so called, lying off Rockingham Bay, towards the N. E. part of the coast of New Holland or New South Wales, and to the N. from Cape Sandwich.

Port FAMINE, is a place in the straits of Maghellan, on the Patagonian coast of the strait, at the extremity of S. America, in lat. 53 deg. 42 min. S. and long. 71 deg. 28 min. W. The northern limit of the port is called St. Anne's Point, from which runs out to the distance of 2 miles in the direction of S. E. by E. a reef of rocks. There are sudden shoalings at 2 cables length from it, from 65 to 35 and 20 fathoms. To go in, haul close round the point, if possible, and go no farther in than 7 fathoms, as the water shoals very fast. The strait is here only 4 leagues wide. If a ship is as far to the S. as Sedger River, great care is necessary in standing into this port, as the water will shoal at once from 30 to 20, 15, and even 12 fathoms. At more than a mile from shore, about two cables length farther in, there is no more than 9 feet at the ebb. There is anchorage close to the shore, sheltered from all winds but the S. E. and this seldom blows. If a ship should even drive on shore, the ground is all soft. Drift wood, plenty of good water, with fish and fowl, may be procured here in abundance; and there are very high trees of more than 8 feet in diameter. Cape Anne bears from the anchorage N. E. by E. three quarters of a mile, and Sedger River S. half W.

The occasion of the name may be deduced from the account of its history. In 1581 the Spaniards built a town at this place, which they called Philippeville or Philip's Town, where they left 400 persons to colonize and improve it. Of these only 24 remained alive, the rest having perished through want; and of this number 23 set out to explore the country with a design of reaching the River Plata, and were never afterwards heard of. In the year 1587, the remaining one was found by the circumnavigator Cavendish, who brought him home to England, and by whom this name was given to the port. As the whole is good ground, many ships may

moor safely in the bay. The variation here, as in every other part of the straits, is 2 points to the E. It bears S. quarter E. from Freshwater Bay near 14 miles.

FANGEROLLE Chateau or Castle, stands on a point of land to the W. of Malaga Bay on the coast of Spain in the Mediterranean, to the eastward of which is a small bay with anchorage, between the Castle and Malaga Bay, in 10 and 12 fathoms water.

FANO, or the ancient **FANUM FORTUNE**, also called **COLONIA** and **JULIA FANESTRIS**, is a port town of Urbino on the Adriatic Sea, and delightfully situated in the ecclesiastical state of Italy, about 7 leagues to the E. of the city of Urbino. It is in lat. 44 deg. 10 min. N. and long. 14 deg. 12 min. E.

FARAGNANO Island, is one of the three large islands at the W. end of the island of Sicily in the Mediterranean, all of which are very high land, as the W. end of Sicily also is, by which it is known at a great distance. It is to the southward of Maritimio Island, as Levenzo is to the northward of it, and is the largest of the three, having much low land about it. On its S. end stands a castle, and on the low land a house, which are both sea marks, as well to distinguish the island, as to guide ships into the neighbouring ports of Marcella and Mazara. It is a very uneven and ragged island, and may be well known by this appearance. Ships sailing to the E. S. E. and S. E. by E. from the S. E. point of the island of Sardinia, or Cagliari Bay, will pass to the southward of these islands; and to the northward of the Quells, and so go safely between them. This course will also carry a ship to the northward of Malta Island.

FARALA or **TARALA**, on the coast of Peru in South America, is on the South Pacific Ocean, in the way between Point Parina and Cape Blanco. It is in lat. about 4 deg. 20 min. S. and is a good harbour, which goes in under a bluff point, with a white craggy rock that stands over it like a precipice. Bet the harbour, notwithstanding its goodness, is little frequented, except by some small barks or barges to load salt; for if a ship should take shelter there, in consequence of being driven down by winds and currents, she must ride upon life and death, with 3 anchors out at a time. One of these must be to the southward, and another

ther to the S. W. on account of the hard squalls from the shore that come down daily after 12 o'clock, and continue till sun-set. There must also be a third anchor to the N. E. on account of the land breezes. The place for riding has a depth of about 12 fathoms; and care must be taken to allow for a shoal close under the point on the leeward side.

FARDER Island, is about 4 leagues to the E. N. E. from Laerwick on the coast of Norway, and to the W. of the mid-channel of the entrance to the Sound for Christiana and Dram. It is frequently also called Father Island; and to the S. of it, between one and two leagues, are some lesser islands, called the Little Father. It is nearly W. from the island called Akerfjord, on the starboard side of the entrance into mid-channel, as this is on the larboard. They are about 7 leagues from each other. There is a channel through to the northward on the W. side of this island, but it is not such as we shall venture to recommend to strangers, as there are several small islands and rocks on each hand of it, which we are not disposed to trouble our readers with describing, when so fair a channel presents itself. This is a place for taking in pilots to go up the Sound to Christiana and Dram.

FARE, a small uninhabited island so called, in the Baltic, about 10 leagues at N. E. by E. from a place called Wisby, near the N. W. point of Gothland, and nearly off the most northerly point of that island. See **GOTHLAND**.

FARE or **FARO** of Messina, a narrow strait so called, between Italy and Sicily in the Mediterranean. It is near the N. E. point of the latter, at the entrance of the strait, which is 7 miles over.

FARELA Porto, a harbour so called, is on the N. side of the island of Minorca, in the Mediterranean, having a hill on the E. side of it. Ships may sail into this haven, if occasion requires, with the hill, having 15 fathoms in the entrance, and from 6 to 7 at the anchoring-place; for it is a very good haven, and extremely convenient for shipping; did not the great harbour of Mahon render any other port in this island unnecessary.

FARELLA Island, or **Pulo Farella**, near the S. E. opening of the straits of Malacca, and to the E. of Sumatra. When Lingin Island, i. e. the two peaks of it, bear E. by N. at 4 leagues and a half distant, on the tide's being spent,

a ship may anchor in 12 fathoms, and oozy ground. Calentigas Island will then be half a league distant, at S. W. by S. She may then run S. E. by E. and S. E. till the island Farella comes in one with the N. point of one of two islands that will be seen in the direction of S. E. and N. W. from each other. The tide sets very strong upon the island of **Pulo Farella**.

FARELLON, is an island of Africa belonging to Negroland, or perhaps rather to Guinea, being probably the same with what is there called Farulho or Massacoi, and sometimes York Island. It is situated not far from the coast, in lat. 7 deg. 20 min. N. and long. about 12 deg. W. If the latter, it is off the mouth of Sherborough River, where the settlement of Sierra Leone was some time since established.

FARELLON Island, is one of the Ladrões Islands, and the most northerly of all those so called in the East Indian Ocean.

FAREWELL Cape, on the most southern point of Greenland, at the entrance into Davis's Straits, is situated in lat. 59 deg. 38 min. N. and long. 42 deg. 42 min. W.

FAREWELL Cape, is the S. point of the entrance of the W. side of Cook's Straits, between the two islands of New Zealand, in the S. Pacific Ocean. About 6 leagues to the E. of it is a spacious bay, which is covered from the sea by a low point of land, and is supposed to be the Murderer's Bay of Taiman, who was here on the 18th of Dec. 1642. It is in lat. 40 deg. 37 min. S. and long. 172 deg. 41 min. E. and the N. W. point of this part of New Zealand. Cape Stephens is about 14 or 15 leagues from it, at E. by S. At N. E. by N. from the Cape, at the distance of 5 leagues, is a depth of 45 fathoms, and a sandy bottom; and round the Cape about five fathoms more, with the same bottom.

FAREFACKEN, is a town of Arabia Felix, having a fine harbour. While the Portuguese were in possession of Ormus, an island near Gombroon on the N. coast, near the entrance into the Persian Gulf, it was a place of some importance; but it is now almost desolate. It abounds with dates, and has plenty of fine water.

Cape FARINA, sometimes, but improperly called **Point Guardia**, is to the eastward of Cape Guardia, from which cape,

cape, and under it, Porto Farina is distant about a league. From Cape Farina the low flat island of Gamarela is E. being scarcely out of the water, and distant from the main about 2 miles.

Porto FARINA is to the E. of Cape Negro, on the coast of Africa, in the Mediterranean, and runs in to the S. W. about 4 miles from Point Guardia, which is about 15 leagues from Cape Negro. The distance to Cape Carthage from hence is only 6 leagues, to the S. by E. The entrance into Port Farina is between two points, that are only about three quarters of a mile distant; and to go into the harbour keep near the easternmost point, in 4 fathoms and a half water, because the westernmost point is shoal, and has a sand that stretches out a cable's length from it. The town of Porto Farina is on the N. of a ship at her entrance into the harbour, or N. by E. Keep the church and the easternmost head of the mole in one, and run in to the eastward of the town, and anchor at the E. end, in from 4 to 5 fathoms, where a ship will lie secure from all winds.

FARLEY'S Bay, in the island of Antigua in the West Indies, in the N. E. part of the island, is within the creek called Mercer's Creek, formed by several islands, as Codrington Island, Crump's Island, Pelican Island, &c. besides the reefs of rocks without them. It is thereby well secured when a ship is in; but the channel into it from the northward between the reefs, and between Pelican Island on the E. and Codrington's Island on the W. is difficult, and requires a good knowledge of the shoals and banks. It is in the S. W. part or bottom of the creek, and is farther sheltered by Crump's Point, a point of the main land which runs out near half a mile to the E.

FARLEY'S Bay, another bay of the same name, on the S. side of the island of Antigua, to the W. of Rendezvous Bay. It has Carlisle Bay to the W. of it, and as the coast is here so lined with rocks as to prevent any near approach to the shore, it can be deemed no more than an open road.

FARN or FERN Island, on the coast of Northumberland, at the distance of about 2 miles from Bamborough Castle on the main land, is only about a mile in compass, but is noted for a fort and a light-house which has no fire kept in it. On the N. side, and almost contiguous to it, are several lesser islands. The shore

abounds with good coals, which they dig out at the ebbing of the tide. There is a good channel of half a league broad between the island and the main, and very good anchorage off the castle, with shelter from E. and N. E. winds, but it is open to the S. E. This is called Scate Road. The Staples Rocks lie to the N. E. of the Farn or Fern; and Holy Island is 5 miles to the N. W. from it.

West FARO or FERRO Islands, in the northern ocean, are in lat. 62 deg. 0 min. N. and long. 6 deg. 35 min. W. See FERRO.

FARO, is a sea-port town of Algarve in Portugal, which is tolerably fortified. It is situated in a bay, and defended by a castle, and is about 8 leagues to the E. of Lagos, and 20 from Cape St. Vincent. The haven of Faro must be entered from the eastward, as it lies in to the W. and W. N. W. Leave the tower on the larboard side, keeping in 2 or 3 fathoms; and when within, ships may anchor over against the town under the island in 3 fathoms. At half flood there is 2 fathoms upon the bar. There is a fire tower upon the strand, and a reef shoots out from the point, which must be carefully avoided. It is in lat. 36 deg. 48 min. N. and long. 7 deg. 49 min. W.

FARO of MESSINA, is the strait between Italy and Sicily, remarkable for having the tide ebb and flow every six hours, with great rapidity, though it is but 7 miles over. It is so named from the faro or light-house on Cape Faro, and its vicinity to Messina.

FAROLLON Islands, are a cluster of islands to the N. of Aguigian and Saypan, amongst the Ladrone Islands in the East Indian Ocean, extending from 15 deg. to 15 deg. and a half N.

FAROUT Head, near the N. W. part of Scotland, is to the E. of Cape Wreath, or N. E. Point; and between them goes in to the S. a deep creek or bay. It also forms the western limit or boundary to another bay, which is still more deep and spacious; of which Watten or Whatten Head is the eastern limit.

FARR Head, on the coast of Scotland, is on the N. part of it, and to the eastward of Whatten Head, which has been mentioned under the article of Farout Head. Strathy Head is to the N. E. from it, and both of them to the W. of Thorso Bay.

FARTASH or FUTTOCK Cape, on the S. coast of Arabia Felix, is about N. by E.

E. from Cape Guardafui, and N. half W. from Socotra Island. Its lat. is laid down in 15 deg. 30 min. N. and long. 52 deg. 15 min. E. It is about 14 leagues from the road of Kayfun to the westward of Durja, in the direction of E. N. E. to this cape; and all the way a low and plain shore, but high and mountainous land within, and the whole truly barbarous. The coast begins here to be a little more favourable, and the soundings at a distance fair, as there is not above 37 fathoms at 2 leagues distance from shore, though there is a depth of from 40 to 50 under the cape, and for half a league off from it. The cape is so high, that it can be seen out at sea at the distance of 20 leagues.

To the northward of this cape the land falls in so as to make a deep bay of at least 10 leagues across; and there is good riding just under the cape at N. E. from the outermost point of the land against a N. W. or westerly wind. Though it is bare, it may also afford some shelter from a S. W. wind, which is the very best wind on this coast; but it is entirely exposed to a S. or S. E. wind, and in a great degree to the S. W. also. It is good holding ground, being a strong clay and a sandy ooze, and any depth of water at pleasure; but it is a barbarous place on shore. There is no riding on the E. side of the bay, for the land is high, the shore dreadfully steep, and in many places no ground within half a mile of the rocks.

From hence across the bay to Dofar, at N. E. by E. and E. N. E. it is 47 leagues, all the way between being a very wild shore; and no shelter whatever. See DOFAR.

FARTLONS, on the S. side of Cape Sierra, on the S. W. coast of Africa, is in lat. about 22 deg. S. near which, not far from the shore, is a very bad flat shoal; nor should any ships on this coast go too near the land, till they get northward into 20 deg. of S. lat. when the coast becomes fair all the way to Cape Negro, though it has a contrary aspect within a league of the shore. The long. is about 14 deg. 40 min. E.

FASTNET, or Fastney Rock, on the S. coast of Ireland, is to the S. W. from Cape Clear, in lat. 51 deg. 8 min. N. and long. 9 deg. 57 min. W. at the distance of about 2 leagues. It stands high and solitary, and has at first view the appearance of a sail. Shole Haven

or School Haven is about 4 leagues or nearly due N. from it.

FATHER or Vaader, is a long narrow island, about 2 leagues to the W. by N. from the Mother and Daughters, on what is called the E. coast of South America. The islands called the Constables also are near them, and all of them only a small distance from the coast of the island of Cayenne, in lat. about 5 deg. N. and long. almost 52 deg. W.

FAVAGNANA Island, is a small island of Italy so called, about 5 leagues in compass, situated off the W. end of the island of Sicily. It has an island called Levazo to the N. of it, and another of the name of Maritimo to the W. of it. It is in lat. 38 deg. 16 min. N. and long. 12 deg. 25 min. E.

FAWEY or FOWEY, on the S. coast of Cornwall. See FOWEY.

FAYAL Island, is one of the Azores or Western Islands, in the Atlantic Ocean, situated nearly at an equal distance from Europe to America. It belongs to Portugal, and is in lat. 38 deg. 32 min. N. and long. 28 deg. 41 min. W. The chief town of this island is called Villa de Horta; most of what is called Fayal wine, of which 18 or 20,000 pipes are shipped off annually, is made in the island of Pico, which is opposite to it. There is a sunken rock to the S. E. about the distance of half a league from Fayal Road, towards the S. side of Pico; but it is covered with 22 fathoms water, and serves to break the sea from the S. There are no shoals about any of the islands, except those called Hormingan, between St. Michael and St. Mary. When the S. W. point of Fayal Bay bears S. 16 deg. W. and the N. E. point is at N. 33 deg. E. and if at the same time the church at the N. E. end of the town bears N. 38 deg. W. and the W. point of St. George's Island at N. 42 deg. E. and at 8 leagues distant, there will be good anchorage in 20 fathoms, a clean sandy bottom, and something more than half a mile from shore. In this situation the island of Pico, at the distance of 4 or 5 miles, will extend from N. 74 deg. E. to S. 46 deg. E. All ships are advised to have country boats for procuring water here, rather than to employ their own, as they may be had for about 3s. per ton. The town of Villa de Horta, at the bottom of the bay, is close to the water's edge, being defended by a castle

at each end of the town, and having a wall of stone work from one to the other. The road is at the E. end of the island, and faces the W. end of Pico; and is 2 miles broad and about three quarters of a mile deep, being of a semi-circular form. The depth of water varies in different parts of the road, having from 20 to 10 and even 6 fathoms with a sandy bottom, except near the shore; and particularly near the S. W. head, off which it is rocky, and also without the line that joins the two points of the bay, so that it is not safe to anchor too far out. Though the situation described is the best place for anchorage, the road is exposed to S. S. W. and S. E. winds; of these the former is the least dangerous, because ships can then get out to sea. The variation of the compass near these islands is from 16 deg. 18 min. to 17 deg. 33 min. W. It is high water here also by the shore, on full and change days, about 20 min. past two, and rises to the height of 4 or 5 feet. See under FYAL.

Santa Fe Bay, in the gulf of Cumana or Camana on the Spanish Main, as it is usually called, or the N. coast of S. America. An account of Cumana has already been given under that article. In the entrance of this bay there is a great rock or island, which appears above water, and is known by the name of Borats. Two others also are situated without it, which are called Crocus. The town is known by the name of Santa Fe d'Antiochia, and is the most northern one of Popayan, a district of Terra Firma, being about 200 miles to the N. of the city of Popayan, near the confines of the province of Carthagena, situated on the banks of the River Santa Martha, and near 180 miles to the S. of its conflux with the Magdalena. The town of Antiochia was 15 leagues from it, from which all the inhabitants removed hither. The addition of Antiochia has not only a reference to the town from whence the inhabitants removed, but serves as a distinction not to be confounded with Santa Fe de Bogata, in S. America.

Cape FEAR, is a headland in North Carolina, on the coast of North America, near which is a fortress called Johnson's Fort. It gives name to a considerable river, consisting of two branches, that greatly extend in the state of North Carolina, and is situated in lat. 33 deg.

51 min. N. and long. 78 deg. 25 min. W. Though a projecting point, it is so situated that the coasts trend from it one way but a very little to the E. of N. and the other way nearly W. to some distance, when it again changes towards the S. It is the S. E. point of an island so called, which points its longest side to the E. towards the Atlantic Ocean. There is a light-house on the island, under the superintendence of the commissioners of the revenue of the united states of America, for the direction of ships. Off the cape there runs out a spit of sand into the sea for 7 leagues due S. and at the end of it, after narrowing to a very small thread, it ends in a large circle of sand a full league in diameter.

Cape FEAR River, as far as Wilmington, which is nearly due N. from the N. point of the island of Cape Fear, appears like an arm of the sea. Not far from hence the two branches of it unite their streams, from the N. and N. W. the latter of which is most considerable, coming nearly from the Carraway Mountains. This river is sometimes called Clarendon River.

FECAMP. See FESCHAMP.

FEDALLE Island, on the W. coast of Africa, is to the S. W. from Sallee, and near to the shore, and about 9 leagues from that port. Betwixt them both there are some long black rocks here and there on the strand; these have sometimes occasioned being mistaken for Fedalle. But about a league to the N. of it there is a wood, which appears above the land to a ship that is pretty near the coast, and the land within, which is mostly double, appears above it to a ship at a distance from the shore. There is also a little round hummock at the distance of about 4 leagues northward from Fedalle. Along the coast from Sallee to Fedalle the land is plain and smooth, but appears double, and the hummock is singular along this part of the coast. The island of Fedalle will be known, where the high and low land come together, and forms a cliff, the land being higher to the southward; for that cliff brought at S. S. E. points out Fedalle in the same direction.

To go into it, run right in with the wood which appears like a barn, about a league to the northward, till a ship is within a league or somewhat less from the shore; and by sailing along the coast, the island cannot be missed. Pass along between

between it and the main; and on coming by the N. point of the island anchor between the land and the point, but much nearer to the island than the strand, in 6, 7, or 8 fathoms. Let the ship lie so far in, that this N. point may be at N. N. W. the Barn or Wood at E. N. E. and the ruinous little town of Monfor at a handspike's length to the N. of the said barn or wood. There is also anchorage in 12 fathoms, when the point of Fedalle is at W. by S. A ledge of rocks shoots off from this N. point to the distance of a musquet-shot into the sea, but most of them are high above water. From Sallee southerly till you come thwart of the trees it is all shoal water for a league or two from land; at which last distance there is only from 23 to 25 fathoms, and a clean sandy ground. At the same distance from Fedalle into the sea, there is the same depth, but the ground is foul. It is very flat towards the strand within the island, and the bay on the land, which is a fair sandy strand, will afford ballast from the shore. But the bight is a very bad place for ships to lie in, on account of the ground sea which comes in so hard with a westerly wind round the point of the island, that it would even be better for ships to ride out in the open sea.

There is a high hummock on the N. point of Fedalle, which appears like the ruins of a castle to ships coming in, when at a distance; but it proves on coming nearer to be a cluster of rocks. At the S. end of Fedalle, is a passage on foot to the main land at low water; whereas the sea washes through at high water in two places, and it flows there 7 or 8 fathoms up and down; and, however extraordinary or unaccountable, it does not exceed from 2 fathoms and a half to 3 fathoms on any other part of the coast. Anafée is about 3 leagues to the S. W. by S. or S. W. from Fedalle. The lat. is laid down in 33 deg. 30 min. N. and long. 6 deg. 45 min. W.

FEEJBE Island in the South Pacific Ocean, one of the groupe called the Friendly Islands, said to be about 3 days sail from the island of Tongataboo or Amsterdam, in the direction of N. W. by W. It is reported to be both high and fruitful, and also much larger than Amsterdam Island, and to be independent of that island, though the other islands so called are subject to it. This distance may be estimated, as employing

3 days and 2 nights, at about 7 or 8 knots an hour, to be between 400 and 500 miles.

Cape FEGALLE, or **FEGALO**, on the N. coast of Barbary in the Mediterranean, is nearly in the midway between Cape Hone to the W. S. W. and Cape Falcon to the N. N. E. There is a small but uninhabited island near it, where there is good watering, and a good road between it and the shore to shelter from a Levant. Although there is a clean shore, there is no harbour; but though there is no safety, yet it must be added that there are no dangers but such as are visible. Some charts lay down two small islands off this cape, about S. by W. from each other, the Cape being double, which are connected by a sand bank. Its lat. is about 35 deg. 40 min. N. and long. 0 deg. 54 min. W.

FEL Bank, off the W. coast of France round Cape la Hogue to the southward, is S. a little easterly from Carteret Point, and E. a little northerly from the N. E. end of the island of Jersey. When a ship has come to the length of Carteret Point, edge off at S. S. W. or S. W. by S. so as to pass the bank to the W. of it, after leaving Grune Bank on the W. of the ship; and when it has come nearly to the length of the Ecrebon Banks, steer S. easterly, so as to leave them on the starboard, and this bank on the larboard. By this course, a ship will pass along between the Beuf and the main; though it requires a good acquaintance with the coast to sail by this channel. See *St. GERMAIN'S*.

FELEHIDA Island, in the Archipelago, is a small island just within the gulf of Corinth, at nearly an equal distance from Cape Mala, or the point of the peninsula to the S. W. and the opposite coast of the main to the N. E. But the latter coast is lined with small islands from the eastern point of the entrance into the lesser gulf of Athens on that coast, from which this island bears about S. E. or S. E. by S.

FELENK Gulf in the Black Sea, is not far from the mouth of Bulganak River. The promontory, which forms the N. point or limit of this bay, is in lat. about 44 deg. 30 min. N. and long. 36 deg. 44 min. E. Into this bay several rivers discharge their contents. There is also a bay to the southward, at the influx of a river, of which the W. point is in lat. 44 deg. 25 min. N. and long.

36 deg. 41 min. E. From hence the coast begins to trend more towards the E.

FELICIA Islands consist of a cluster or groupe of islands at the N. end of Borneo Island, in the Eastern Indian Ocean. They are situated in the straits between that island and Paraguay or Palawan Island. Their position is known by that of Balambangan, which is one of them, in lat. 7 deg. 19 min. N. and long. 117 deg. 12 min. E.

Santa FELICITE Point is on the coast of Italy, and nearly S. E. from the mouth of the Tiber, and the Port de Neptune or Naton. It is a projecting point of land, somewhat, though irregularly, circular, and to the southward of Mount Circelli. There are some watch-towers on the most southerly land of the point; and on the S. E. side are some rocks and small islands, without which is anchorage and shelter from N. W. winds in 5 and 7 fathoms. The lat. appears to be about 41 deg. 10 min. N. and long. 13 deg. E.

Mount FELIX, on the eastern coast of Africa, is situated nearly on the western promontory to the W. from Cape Guardafui, or the N. E. point of that continent. It is W. by N. from the cape, and the coast between them is properly the S. side of the mouth or entrance into the Arabian Gulf. Its lat. is about 11 deg. 45 min. N. and long. 50 deg. 45 min. E. The season of coming near that coast, with a design of passing on to Mocha in the Red Sea, is about the beginning or before the middle of April. Ships may run along within a mile of the land along the African shore from this mount, as there are no dangers but what appear above water; for though there may be some flaws of wind, which are dangerous when the westerly winds blow, as they are unknown at the time when ships ought to be there, they are therefore of less importance.

Ships usually endeavour to reach the islands of Socatra, to the E. of Guardafui at the time above mentioned; if they do, they may sail up westward to the straits of Babelmandel, either in mid-channel, or under either shore, as they please, though the northern or Arabian shore is best. But if, from any accident or otherwise, a ship is later, she must then keep the Ethiopian or African, which is the S. shore on board, and keep along from Guardafui so far as to be able

to fetch the port of Aden, allowing for the current out of the gulf, on the opposite shore. See ADEN.

FELSTER Cliff, on the coast of Suffolk, is to the N. easterly from Languard fort, between it and the entrance into the haven of Woodbridge. It is frequently noticed as a mark for running into Harwich or the Rolling Grounds, by bringing Bawdsey Church near the W. end of Bawdsey Cliff, and well open of Felster Cliff.

FEMERN Island is a small island in the Baltic, situated on the Wagrien, about 7 leagues to the N. N. W. from Wismar Deep. The Femern Sound divides it from Wagrien, which is a narrow channel. It is situated in lat. 54 deg. 56 min. N. and long. 11 deg. 12 min. E.

FENIT Island, on the coast of Ireland, is situated in the bay of Tralee to the southward of the River Shannon, near the shore of the main land. It is nearly W. from the town of Tralee, and seems to divide that bay into two, of which the southernmost is called Tralee Bay and the northernmost has the name of Ballyheigh Bay. Its lat. is 52 deg. 6 min. N. and long. 10 deg. 10 min. W.

FENOR Island, the same as FENIT Island, which see.

FENWICK'S Island, on the coast of Virginia in North America, is a long and very narrow slip of land, contiguous to the main; to the S. of Rehoboth Bay, in lat. about 38 deg. 17 min. to 31 min. N. and long. nearly 73 deg. W.

Cape FEODOTOWA, in the Azoph Sea, is the E. point of a bay, on the W. side of which bay near the bottom, is Genichi, to the E. of the inlets into the Gniloye Sea to the E. of Precop.

FERDER Lights, on the coast of Norway, are in lat. 58 deg. 25 min. N. and long. 9 deg. 58 min. E.

Juan FERDINANDO'S Island, is in lat. 32 deg. 3 min. S. and long. 73 deg. 48 min. W.

Cape FERRE and **ANCE**, or **CREEK**, in the island of Martinico in the West Indies, are situated on the E. side of the island, nearly across in that direction from the S. E. part of Fort Royal Bay. From the Ance or Creek is a very narrow isthmus only to the bottom of the bay, called the Cul de Sac Marin, to the S. W. the S. E. extremity of the island forming a peninsula of a very irregular form. The cape is the eastern limit or boundary

boundary of the creek, and almost as far easterly as any part of the island, the Islands de Cab and Point to the S. of them, at S. by E. only excepted.

Cape FERILLON, near the S. E. part of the coast of Newfoundland, is between Cape Broyle on the N. and Ferosa to the S. by W. and projects eastward into the sea on the S. of some small islands that run off from the coast in the same direction nearly. It bears about N. N. E. from Cape Race.

FERILLON Rock, the largest of a groupe of small islands and rocks which are always dry, and may be seen to a considerable distance, near the island of Scatari, sometimes called Little Cape Breton, near the island now so called.

FERKEN's Sprent, a small river so called by the Dutch, which falls into the River Hughly, at the bottom of what they call Porkus Reach, from their fetching hogs down it. See *PORKUS*.

FERMINE Island, in the Archipelago, is in the fairway from Cape St. Angelo to the island of Andrea, and nearly on the N. of Serfante Island. The gulf of Corinth is nearly at N. W. from it; and it is sometimes known by the name of Termie. Its lat. is 37 deg. 24 min. N. and long. 24 deg. 53 min. E.

Cape FERMOSO, or *FORMOSA*, which see, on the coast of Africa, is sometimes considered as the N. W. limit of the gulf of Guinea, and is in lat. 4 deg. 32 min. N. and long. 8 deg. 10 min. E. The coast from hence trends one way to the N. N. W. and the other to the E. as far as King's River.

FERMOSA River, on the coast of Brazil in South America, is to the northward of Cape Frio, and in the great bay which is formed between that and Cape Thome or Thomas at N. N. E. It is about 8 leagues to the N. N. W. in the direction of the coast from Cape Frio. Though this river is broad, the channel is not deep; and its situation is known, in lying at S. by E. from the very high mountain of Morro, that may be seen far out to sea, and is a good general direction for knowing the coast.

FERN Island. See *FARN Island*.

FERNAMBUCO Bay, on the coast of Brazil, called Pernambuco, or Olinda. See *PERNAMBUCO*.

Island FERNAND Po, is on the W. coast of Africa; at the bottom of the gulf of Guinea. It is about 10 leagues out to sea in the direction of S. W. from

the River Camaroon, and is so high an island, that it is commonly covered with clouds, yet it is very well inhabited by negroes, but such as are of a very barbarous and treacherous disposition. The lat. is about 3 deg. 2 min. N. and long. 10 deg. 28 min. E.

Juan FERNANDES or FERNANDEZ Island, is sometimes described as one of the Chili Islands; though it is 110 leagues to the W. of that coast, and situated in the South Pacific Ocean. Although it have no inhabitants, it is usually visited by ships that go into the South Sea. The best accounts place the lat. of this island in 33 deg. 40 min. S. and long. 78 deg. 52 min. W. The variation here was 11 deg. E. in 1767. It is full of high hills, and the valleys between are pleasant and fruitful. There is a bay on the S. side, with anchorage in 25 fathoms water, at about two cables length from shore; and there are two bays at the E. end, where there is fresh water and safe anchorage. When it is first seen, it has the appearance of being surrounded with craggy and broken precipices, which change on a nearer approach to a beautiful landscape.

The shape of this island is somewhat irregular, extending from S. W. to N. E. and then to the E. being about 5 miles across the middle in its broadest part, from which part it is about 6 miles to the E. end, and 8 or 9 to the S. W. end. Goat Island is half a league to the S. from this last point. The names of the bays on the island of Juan Fernandez are, Sugar Loaf Bay on the N. E. side, and West Bay, Cumberland Bay, The Spout, and East Bay, successively from W. to E. Monkey's Key is on the S. side of the E. end. The part to the S. E. is barren land. The principal bay is all deep water, so that ships may be brought up close to the rocks; and the wind always blows over the land, or at the worst along shore, and therefore there is little or no sea, because it is mostly calm in the night, only now and then some land gusts. The trees of the island are green all the year, for the winter is but short and not severe; a slight frost and a little hail may be accidentally found, but it has sometimes great rains. The summer heat is equally moderate; neither is there much thunder or tempestuous weather of any sort. No venomous animal has been found upon it. Round its shores are plenty of fish, and

near the rocks some large craw fish which are easily caught. The tide is small and uncertain, though the spring tide flows about 7 feet.

We must caution navigators against coming to an anchor on the S. side of the island; because the winds which blow constantly and very fresh from the E. or N. E. prevent ships from recovering the watering place, which is on the E. side of the island. The same reason occurs to prevent their supplying themselves with fruits and provisions. But ships may lie under the land on the W. side in still water, from the height of the land that becalms the road. Other accounts say, that in the large and spacious bay at the S. E. end of the island there is very good riding in from 11 to 12 fathoms about a furlong from shore, when the winds hang northerly, or between the N. and N. E. but that it is open to the S. and S. W. winds which blow at the seasons of those winds very hard, and that there runs so great a sea that boats dare not venture to land, and, if the southerly winds blow strong, both ships and boats must put out to sea, as unable to remain there. The shore is covered with seals, some hundreds of which must be killed before any person can land.

In the bay at the N. E. end of the island is another bay, where ships may ride against southerly winds, in 14 fathoms about a quarter of a mile from shore; where wood may be cut with great convenience. This island is rendered more remarkable from the adventures of Alexander Selkirk, who was born at Largo in the county of Fife in Scotland, and left here by Captain Stradling, who commanded the ship called the *Cinque Ports*, and the consort of *Dampier* in his voyage round the world, on account of some antipathy that had been taken against him. He was furnished by this inhuman commander with a firelock, a pound of powder, some ball, a knife, a hatchet, a kettle, some mathematical instruments, and also a bible and two or three other useful books; he also supplied him with bed and bedding, and some tobacco, with a few other conveniences, to soften the rigours of his solitary and disconsolate situation. This island received its name from Juan Fernando, a Spaniard, who had been settled here for some time before this event, and had turned out some goats for the purpose of breeding. After Selkirk had continued alone

in this melancholy situation about four years and as many months, Captain Woodes Rogers touched at this island, and on the second of February, 1709, received him on board his ship. It is related of him, that he had almost forgot his native language, and could scarcely be understood; from the disuse of speech, he could only speak his words by halves for some time. He was dressed in the skins of goats; and had a total distrelsh for the ship's victuals, nor would he drink any thing but water. During the time of his continuance in this island he had killed 500 goats, which he caught by running them down; and he marked as many more on the ear, some of which were caught by Lord Anson's people in 1741. These had a very venerable aspect; and their majestic beards gave strong criterions of old age.

It was from the materials furnished by this exile, that the famous Daniel Defoe, by the aid of a lively fancy and a fertile imagination, transformed his history into that of *Robinson Crusoe*; and by this base and premeditated fraud, deprived him of the reward which his sufferings and adventures justly entitled him to. Though somewhat foreign to our design, we have ventured to give this circumstantial account of the occasion of that universally known romance. To some it may farther be satisfactory to learn, that justice did not long lay dormant, in punishing Stradling's unparalleled and premeditated act of cruelty; for his ship, the *Cinque Ports*, foundered on the coast of *Barbacum* soon after, when only he and 6 or 7 of his men were saved. After being taken with their boat at *Lima*, on the coast of *Peru*, they were kept prisoners; and in this condition lived much worse than poor Selkirk, whom they had left on shore on this desolate island. Soon after Selkirk was recovered, he was, as a good seaman, appointed a mate on board the *Duke*, one of Captain Rogers's squadron.

FERNANDO Noronha Island, is in the middle of the South Atlantic Ocean, and has a peaked hill in the middle of it, which is ascertained to be in lat. 3 deg. 56 min. S. and long. 32 deg. 38 min. W. and about 60 or 70 leagues from the coast of *Brazil*. We are informed by *Ulloa*, that it has two harbours, which are capable of admitting ships of the greatest burden. Of these one is on the N. side, and the other on the N. W. but the

the former is in every respect the principal, both for shelter and capacity, and the goodness of the ground for anchorage. They are both exposed to the N. and W. but these winds, particularly the N. are periodical, and but of short duration. In the N. harbour or road, the depth is 13 fathoms about a mile from shore, with a bottom of fine sand, when the peaked hill or church tower nearly in the middle of the island bears S. W. 3 deg. southerly. This road appears to be well sheltered from S. and E. winds.

FERO Castell, in Spain, is to the S. W. from Barcelona, on the N. W. coast of the Mediterranean. There is anchorage before it, and a small bay, with soundings from 16 to 7 and 5 fathoms as ships approach the shore.

FEROL, the same as **FERRET**, a cape on the N. coast of Barbary. See **FERRET**.

FEROL, a port on the coast of Peru in South America, in about 9 deg. of S. lat. is about 11 leagues to the N. W. from Port Cuzma, having the harbour of Guambacho between them. The Island del Santa, or Holy Island, lies opposite to Ferol, but a little northerly at the distance of a league. Acarna is 10 leagues farther to the N. W. by N. and the land between is all very high. This port of Ferol is a good harbour, very safe, and yet large, and is entered in a S. E. direction till a ship comes among some small islands that are in the middle of it; but the road is all clean and good. Over the entrance are several mountains, lying up in the country, of which one to the southward is round and large, and has several spots upon it, which serve to distinguish the situation of this port. There is a shoal over against this mountain, but there is no necessity for any ship to come near it.

Cape FERRA, or **FERO**, on the N. coast of Barbary in the Mediterranean, is about S. S. W. from the nearest land of the island of Sardinia, and forms one of the limits of the gulf of Estira. It bears about W. by N. from Bona, being about 16 leagues from the small island of Tabarca which lies near Bona.

FERRARA, on the coast of Italy, is in lat. 44 deg. 54 min. N. and long. 11 deg. 36 min. E. See **COMMACCIO**.

FERRENDEN Road, within the river of Montrose, on the E. coast of Scotland, about the midway from the en-

trance of the Frith of Forth to Aberdeen. The village so called is on the S. side of the river, before which there is 4 and 4 and a half fathoms water, and secure mooring for ships in all winds. See **MONTROSE**.

FERRERS Bay, is on the N. coast of Lord Egmont's Island, otherwise called New Guernsey, in the S. Pacific Ocean, and near Carteret's Point which is the N. W. extremity. See **EGMONT's** Island.

Cape FERRET, on the W. coast of France, is about 18 leagues to the S. westerly from the mouth of Bourdeaux River, and is the N. entrance into the Bassin of Arcasson. It is all along a low sandy land with large forests here and there, and, except at the entrance of the Haven, where there is an island called Terry, the coast is all clear from shoals, rocks, and other dangers. But there run off shoals or sand banks from each end of the island to the E. and W. which must be carefully avoided by those that enter the haven; and there is also a shoal along the side of the island between the island and Cape Ferret or the N. point of the haven, in mid-channel, besides another thwart the end thereof, which extends almost off the W. end of the island. The passage in is either to the northward of these shoals, close by the cape, where there is 8 fathoms at low water, or through the Papon Passage on the S. of the Island. See **PAPON** and **TERRY**.

It will be proper to observe, that all the land to the northward of this haven is somewhat low and sandy, and without any trees; but there are some high hills to the southward of it, which are also destitute of trees. Before the mouth of the haven many trees will appear to a ship, on its approach, at a distance within the land. The banks of sand before the haven's mouth will be readily perceived by ships passing from the northward or southward, and approaching to enter it, by the breaking of the sea on both sides of the southern entry. On these breakers ships may borrow by the lead, as the sands are very clean and flat.

Cape FERRET, **FERRAT**, or **FEROL**, on the N. coast of Barbary, is 9 leagues to the E. by N. from Cape Falcon. The great bay of Arrani lies on the E. side of the point, which extends as far as cape Ivoy; the town of its name lying in the bottom of the bay, before which there

there is good anchorage. This cape is 26 leagues at W. S. W. from cape Tenes, the country between being very sandy and desolate, and the whole coast destitute of ports and harbours.

FERRIERS Rocks, are that ledge of rocks to the S. S. W. from Arm Island or Harm Island to the eastward of Guernsey. On almost every other side of this little island there are many other dangerous rocks, of which the greater part are dry at low water. Persons sailing amongst these rocks and islands ought, therefore, to be very well acquainted with them.

FERRITER'S Islands, on the S. W. coast of Ireland, are situate to the W. of Dingle Bay, in lat. 51 deg. 55 min. N. and long. 10 deg. 41 min. W. It is high water here on full and change days at half past 3 o'clock.

FERRO or FAROL Islands, are certain small islands to the number of 25, which are situated in the northern ocean, and subject to Denmark. They are about 77 leagues to the N. W. of the Orkney islands, and as many to the S. E. of Iceland. They lie between 61 deg. 15 min. N. and 62 deg. 10 min. and are between 100 and 130 leagues W. from Norway.

CASTEL FERRO on the S. coast of Spain, and the N. shore of the Mediterranean, is a fortress to the E. of Cape Sacrasil and Almunecar, and to the W. of Adeira and Bonne. It is built on the beach in front of the town so called, and off the eastern point of a small bay, which is here formed, is anchorage in 13 to 25 fathoms.

Tour de FER or FARO of Messina, is at the N. E. point of the island of Sicily; for which see MESSINA.

FERRO Island is one of the Canary Islands and the most westerly of them, and not very distant from the coast of Africa. It is about 18 leagues in circumference, and about 5 over in the broadest part; rising steep and craggy on all sides for about a league, within which it is level and fruitful. It is remarkable in Geography for its having been formerly selected as the most eligible, on account of its westerly situation, to reckon the first meridian from; and though it more generally prevails at present in all the European states and kingdoms to place the first meridian in the capital city of such kingdom or state

respectively, the former practice has not entirely ceased. It is of much importance to the naval as well as every other geographer to be particularly attentive to this circumstance, which otherwise may be productive of very considerable mistakes in stating the longitude of places. On this occasion, we think it not improper to observe, that if any such error should possibly have crept into our work, in any distant situation of the globe, which it has been our particular object to rectify and prevent, but which, notwithstanding all possible vigilance and attention, may in a few instances have escaped us, the addition of 17 deg. 46 min. to all westerly longitudes, or the subtraction of the same number from easterly longitudes, will reduce them to the meridian of London, the difference of which from Greenwich is only 5 min. and a half, that the latter is situated to the eastward. Hence, the situation of this island, which is 100 leagues nearly S. from Madeira, is in lat. 27 deg. 47 min. N. and long. 17 deg. 46 min. W. It is S. by W. from the island of Palma, another of the Canaries, and is high water on full and change days about 3 o'clock.

FERROL, is a town of that part of Spain called Galicia, to the N. of Portugal, and situated on a bay of the Atlantic Ocean. It has an excellent harbour, and is about 8 leagues to the N. E. from Corunna, otherwise called the Groyne, and 18 leagues to the N. from Compostella. It is one of the stations for the royal navy of Spain, in lat. 43 deg. 26 min. N. and long. 8 deg. 46 min. W. As a marine arsenal it is but of very modern date, though it is now become the first in the kingdom; for it was only a small and dirty fishing town prior to the year 1752. It contains a basin where the ships are laid up, of 1500 yards in length, and between 500 and 600 in breadth; and so long ago as 1774, it had two docks finished, and two more were then planned out, besides rope-walks and storehouses, when at least 6000 men were employed, besides 600 convicts. The town then contained 30,000 inhabitants.

The haven of Ferrol is about 3 leagues to the N. by E. from Cape Prior. It lies in a small bay, and there are some little sand bays between them. Of these the southernmost, where are some little

little white houses, is the greatest, and lies to the northward of the N. point of Ferrol. When a ship comes near the bay, the haven begins to open itself; the entrance of which is at E. by N. going in at mid-channel between two high lands. When a ship is in, she must presently edge up to the northward by the N. point, and there anchor; for it is flat and rocky a little on the W. side of the town, and should therefore be avoided.

To come into Ferrol from the W. or S. steer away from the small island of St. Blasius N. and N. by W. and run a good way about without the N. point of Ferrol, which is very foul and rocky, till the haven is seen to open. Continue this course so far to the northward of the S. point, till the haven is seen to open. Continue this course so far to the northward of the S. point, till the haven shut again; and then run right in with the great land bay already mentioned, so that a ship will then be within the S. point, and the foul grounds that lie off from it. Then sail right for the N. point of the haven, and along by it towards the S. side till that haven opens itself again; and from thence run on in the middle of the channel, where there is 15 fathoms, though the passage is so narrow that a stone may be thrown across. From a ship in the haven's mouth, the opening between the island of Cifarga and the main land, which are to the southward, may be distinctly seen. It is high water at this port at spring tides at 3 o'clock, or a very little after.

Cape FERROL, on the N. W. side of the island of Newfoundland, is the N. W. limit of the spacious and semicircular bay called Old Porta Choix. There are several islands within this point, as well as off the mouth of the bay; and round the point is a smaller bay, with a small island to the N. of it. The narrow bay of Mouco is about 20 leagues from it. It is in lat. 51 deg. 4 min. N. and long. 57 deg. 11 min. W.

Port FERRY, on the E. coast of Ireland, is N. N. W. from the mouth of Strangford haven. In the way is a ledge of rocks, which lies bare at half ebb, so that ships must keep the mid-channel between them and the main. After a ship has passed these; another ledge of rocks is met with near the E. shore, which must be left on the starboard. Bally-haven Road is just above Port Ferry; and there is a sunken rock just

before the road. Bring the saddle of two hills that are on the W. shore opposite to the ship, when she may run boldly in, but not into less than 4 fathoms, as the ground is every where foul and stony.

FESCAN or FESCHAMP, is a town of France, with a small harbour on the English channel, in lat. 49 deg. 41 min. N. and long. 6 deg. 27 min. E. It is 9 leagues from Dieppe, and 5 from St. Vallery in Caux to the westward of them, and it is 3 leagues about E. N. E. easterly from Cape de Caux. It is also 20 leagues from cape Barfleur to the westward, and 8 leagues to the N. E. from Havre de Grace. Though a tide haven, it is deep, having 2 fathoms at low water. But there is a bank near the E. side of the haven's mouth, between which and the land is a channel for small ships, running in by soundings, and borrowing in 8 or 9 feet along by the E. shore which is flat. But to sail in to the westward of this bank, the tower of Feschamp must be kept without the land, or without the W. point of the haven, when it will bear at S. S. E. Run upon this direction quite into the haven, when the bank will be left on the larboard. There is 2 fathoms water in the haven's mouth at half flood; and when a ship is come in before the town, there is anchorage by the western shore in 3 fathoms. It is high water at spring tides on this coast at half past 10 o'clock.

FESTO Cliff, is a mark for ships to go into Harwich, that come from the northward, so as to avoid the banks and sands which lie out into the sea off that coast. As soon as a ship has passed the Whiting, keep Harwich steeple just open of this cliff, and it will carry her clear of the Cutler, a small sand that lies right off about a mile from Bawdsey cliff, and has but 6 feet upon it at low water, and 12 feet between it and the cliff.

FEVERSHAM, is a town of Kent, and a member of the Cinque port of Dover. In the year 811 it was a royal demesne, and is called in Kenulf's charter the King's Little Town, though it is now a large one. It is situated on a creek or small rivulet, which comes up to the town from the river Swale on the S. side of the island of Sheppey; up which there is a large commerce, by means of hogs and other small vessels that transport goods

goods to and from the ships that lie below it in deep water, towards the E. end of Shepey. This is the principal port town for a considerable compass and extent in this part of the county of Kent, so that it is a town of good trade.

Some proof of its importance may be drawn from the consideration, that by the late act of parliament for raising seamen for the navy, this place and its dependencies are required to provide 147 men.

FEVILLE rock, is a sunken rock so named on the N. coast of France, about 4 miles at W. by N. half N. from the white rock about the middle of the shoal called the Treacle Pots. There is 28 fathoms water close by it. The mark to point out its situation is, when the westernmost of the Seven Islands is at E. half S. and Clarte church at E. S. E. which brings a ship right upon it; so that to avoid it, a small deviation in one of these bearings will be necessary, either more easterly or southerly, as wind and tide may render expedient.

FEZ, the capital of Morocco in Africa, is situated on the river Cebu, 73 leagues to the S. of Gibraltar, and is a large and populous place. The country so called is near 400 miles in length, and as much nearly in breadth; but Sallee is the principal port. The garrison of Gibraltar frequently draws supplies of provisions from hence, the country being extremely fertile.

FIFE Nefs, on the E. coast of Scotland, is the northern point of the entrance into the frith of Forth, off which a ledge of rocks called the Carr runs out E. N. E. into the sea for a mile or more. The lat. of the Nefs is 56 deg. 15 min. N. and its long. 2 deg. 42 min. W. and the time of high water at spring tides on that part of the coast is about half past 4 o'clock. The outermost part of this ledge is 2 leagues to the N. from the island of May; which outermost rock falls dry two hours before low water, but those within are not seen except at very low ebbs. The most usual marks to keep clear of this rock, is to keep the light or light-house of May Island at S. by W. and to sail away in the opposite direction at N. by E. till the point of Fife Nefs be S. W. by S. or that the steeple of St. Andrews can be seen, in either of which cases, a ship will have passed it to the northward.

In coming from the northward, get the light or light-house in the direction of S. by W. and steer upon that point till the steeple of Cryll, bear due W. and in this case a ship will have passed it to the southward. Come no nearer to the Carr, if in the night, than from 15 to 17 fathoms, which will be the depth to the northward, when the Island of May bears in the aforementioned direction; but the depth will increase to the southward to 22, 23, or 24 fathoms. Another rule is, that the square part, or that which is below the point of Cryll steeple, being kept above the land, will carry a ship clear to the eastward of the Carr.

Cape FIENO, is the western point or limit of a bay or gulf on the S. W. coast of the island of Corsica, in the Mediterranean, called the gulf of Figari, as Cape de Son to the W. of St. Boniface near the S. part of the island, is the limit on that side. To the E. of it there comes in a small rivulet, which forms a small creek or bay, on the E. side of which is the castle of the same name. Off the point near which it stands is a small island and some rocks.

FIGARI Gulf, in the Island of Corsica, in the Mediterranean, is near the S. W. part of the island, in the direction nearly of N. W. from St. Boniface, and on the W. side of the town from whence it takes its name. From the bottom of the gulf, the coast trends nearly S. to a cape a little W. from St. Boniface, all which coast is lined with rocks, so as to render it unsafe, if it were necessary to come near the shore. But in the bight of the gulf, not too near the shore, there is anchorage in 7 fathoms. The coast stretches out the other way westward to Cape Fieno, off which are several clusters of rocks, as there are off the two points of land which project forward between this cape and the bight of the gulf.

FIG-TREE Bay, in the island of Jamaica, is towards the N. E. part of the island, and bearing a little to the E. of N. from Kingston on its S. side. It is between Palmeto Point on the E. and Dru River on the W. There are some high hills nearly due S. from it a little within land, under which Crawford town is situated; by means of which this part of the coast is known, as they are the first, reckoning from the E. end of the island, after the land turns to the N. W. But there are some others to the W. of Annatta Bay, as there are others farther W.

W. to the W. of Porta Maria ; yet the land in both these instances runs up nearly due N. whereas at Fig-tree Bay, its general direction is but a very little to the N. of W.

Cape FIGURE, is a high point, forming the W. limit of the Bay of Fontarabia, on the N. coast of Spain, at the bottom of the Bay of Biscay. There is a castle on it, and to the southward of that a small chapel. At the point lies a rock at a small distance, but, except at very high tides, and then but very slightly, there is no passage of the sea through between them. Two high rocks are also at the E. end of the bay, and thwart of them are some low rocks a good way off from the land. It is necessary to avoid these to sail in by the W. point, and then come to anchor, having the great rocks of Cape Figure at N. N. W. in which situation ships will lie landlocked against a N. W. wind in fair and sandy ground. Passage Haven is about a league and a half at W. by S. from off this cape. About this cape lies a hill, which is very steep at the S. W. end, and goes very long sloping down towards the N. when a ship is before St. Sebastian at 7 or 8 leagues without the land ; it then rises somewhat long, and at the W. end steep and hollow, but on coming close to the land, it appears very high and steep.

FILEY Bay, is about 4 leagues to the N. of W. from the noted headland or promontory on the coast of Yorkshire, called Flamborough Head. There is a village of the same name on the shore, according to which it is known. It is a round bay, on the southward of a point which lies out into the sea, and at the village a pier head, within which small ships may lie, but it is dry at low water.

FILEY Brigg, probably a corruption from Rigg or Ridge, as it is called in the dialect of the northern counties of England, is not a bridge, as the word seems to import, but a long and narrow ledge of rocks, forming the northern limit of Filey Bay. This ledge stretches out into the sea from the land in the direction of S. E. by E. nearly, but bears about N. by W. from Flamborough Head. It is in lat. 54 deg. 13 min. N. and exactly situated on the meridian of Greenwich, which is about 5 minutes and a half to the E. of London. Within the rocks there is good anchorage in 5 fathoms

and a safe situation in northerly winds ; but if the wind should veer about, a ship must depart. This ledge stretches out a considerable distance into the sea, and at the ebb of spring tides is visible for a great extent. Ships passing it should therefore keep a good offing to the eastward. It is high water on this coast about 4 o'clock at spring tides. Scarborough is to the N. W. from this ledge of rocks.

FILLES Rocks, on the coast of France, are situated at N. E. by E. from the point of Concale, and are all under water, except at very low ebbs, and therefore very dangerous. They are at the distance of 2 miles from the point ; and within them is another great rock that is always seen above water, and is called Grand Pierre, not above half a league from the point. Within this also there are many other rocks, of which some appear above water, and others do not ; it is necessary, therefore, that strangers should be very careful how they come among them, and indeed it would be highly dangerous and imprudent to venture near them without assistance. From these rocks it is 3 leagues to the W. or W. by S. to the entrance into St. Maloes.

FILICUR, is one of the islands to the northward of Sicily, which are known by the general name of Lipari islands, from the principal one so called, where is the chief business for shipping. It is to the W. of Lipari, which is 15 leagues to the W. N. W. from the point of Messina, and 20 leagues to the N. E. by E. from the Point of Sifalu. See LIPARI.

FINALE, on the coast of Genoa, in the gulf so called, on the N. coast of the Mediterranean, has a commodious harbour, and is well defended by its forts and castle. It is 12 leagues to the N. E. of Oneglia, in lat. 44 deg. 30 min. N. and long. 9 deg. 12 min. E.

FINAS Island, on the S. coast of Africa, is about 6 or 7 leagues S. from the River Gabon, all the coast between being covered with trees. It is situated nearly upon the equator, in the bottom of the gulf, into which on the E. side that river discharges its waters, and is to the eastward of the Island of St. Thomas.

FINDHORN, is a considerable fishing town in Morayshire, on the E. coast of Scotland. It has a small tide haven, which makes a tolerable harbour on the

N. coast, round the point of Buchanness towards Inverness, and is situated about 4 leagues to the S. E. by E. from Cromartie.

FINE Island, in the S. Pacific Ocean, is nearly in the same lat. as Val Paradiso and St. Jago, and has a safe harbour for ships in 20 or 30 fathoms.

FINESTIRES Rocks, near the N. W. point of the coast of France, so named by B. de Renart, are under water off the E. land of Conquet Haven. They may be avoided by running along near the N. shore till a ship comes within the haven; and to know where they are, run round Point Vintier within a cable's length, so as to have the Vintier Rock a cable's length or two on the starboard side, the Abbey of St. Matthew in the great valley of Point Vintier being first brought on close with the point. In that case, these rocks will be thwart a ship, when the haven begins to open.

Cape FINISTERRE, is the most westerly promontory or headland, on the N. W. part of Spain, and indeed of the whole continent of Europe. It is in lat. 42 deg. 52 min. N. and long. 9 deg. 17 min. W. and the variation of the compass about 25 years ago was found to be 21 deg. 4 min. W. It is high water at spring tides about a quarter past 3 o'clock. It is nearly S. a little westerly about 3 leagues from Cape Toriano, and ships may come to an anchor on the E. of a great rock in 6 or 7 fathoms, where there is a great bay that runs far into the land; but there are some rocks under water on the N. side, of which great care must be taken. The haven or port of Seche is about a league to the E. from this cape; which is sometimes called Corcovia, Corch, or Corcu Bayonne. Between the cape and this haven are two small sandy bays; of which that nearest to the cape, or the most westerly, is the largest, and lies just under the cape, but the haven of Corcu goes in by the second towards the N. in 8 or 9 fathoms. The haven of Mores or Moures is about 6 leagues at S. E. from the cape. As soon as a ship is about the cape, a high ragged hill will be seen upon the coast, which runs so far S. that it may also be seen before Mores, and is a good mark for knowing the coast.

At N. W. by W. from Cape Finisterre, at the distance of 42 leagues from land, is a great black rock in the sea

above water, that appears when it is first seen like a large boat or vessel turned bottom upwards. All ships passing in the parallel of 44 deg. 20 min. to 30 min. N. about that distance from the land, should keep a good look-out, so as to pass by it without danger.

FINLAND Gulf, so called from the country on the N. of it which bears that name, is the most easterly branch of the Baltic, which extends to St. Petersburg from the Island of Aland to the eastward. That branch of this inland sea which goes up to the N. is called the Gulf of Bothnia; and that part to which the name of the Baltic is more peculiarly appropriated, is to the S. and S. W. from Aland Island, as far as the Sound to the southward of Copenhagen.

FINMARK, is a part of Danish Lapland; in the government of Wardhuys.

FINO *Capo*, or CAPO FINO, is a large and barren rock on the main land of that part of Italy, belonging to Genoa, having a castle on its E. peak. There is a small harbour near it of the same name which was anciently called Portus Delphini. It is 8 leagues to E. S. E. from Genoa, the coast between being a clear strand, beautified with fine buildings, most of which are worthy of attention as sea-marks. There is neither road or harbour all the way in this distance. Its port has a haven for ships of a middling size; but the entrance is narrow. On its W. point is a light-house, and to the W. of that, close under the point, is very good anchoring, secure from E. and S. E. winds, but exposed to the W. and N. W. As the shore on this side lies E. from the sea, the Levant winds have no ill effect here, as they have on the other coast from Genoa to the Islands of Hieres.

The coast is foul all about Cape Fino, and is therefore dangerous, so that no ship should anchor there, if it can be avoided. To go into the haven, keep by the W. point, and anchor before the town in from 6 to 7 fathoms, but above the town it is shoal. In this situation before the town no wind can hurt a ship, and on that account the haven, though small, is a very desirable one. There is a small bay also to the N. of the point, and towards the bottom of it is the populous village of St. Ropollo, before which there is good anchorage. This bay is known at a great distance by a high

high mountain, which appears off at sea like an island, but on a nearer approach will shew itself to be a part of the main. Porto Spezia is 11 leagues to E. S. E. from Port Fino.

St. FIorenzo, is a sea-port town of the Island of Corfica in the Mediterranean, at the bottom of a gulf of the same name, at S. W. from Cape Corfe, or the most northerly point of the island. The island of *Rosà* which lies off Cape Cholle, to the W. of Mortella Cape, forms the western limit of this gulf, and is about N. N. W. from the town. This island is about 12 leagues distant from Cape Corfò, between the W. and S. It is about 6 leagues from hence into the bottom of the gulf. There is good anchorage near the small islands to the E. of the tower of Mortella, in 6 or 7 fathoms. It is situated in lat. 42 deg. 35 min. N. and long. 9 deg. 20 min. E.

FIRE Island, in the Indian Ocean, to the E. from Africa, is in lat. 17 deg. 20 min. S. and long. 32 deg. 10 min. E.

FIRMIO Island, *FERMINE*, or *FERMINO*, is an island of the Grecian Sea, or Archipelago, nearly to the S. from the Island of Zea or Leo. It is a hilly island, like that of Zea, where there is a very good haven. This island is situated in lat. 37 deg. 24 min. N. and long. 24 deg. 53 min. E. See *FERMINE Island*.

Cape FIRMO, on the E. coast of Africa, not far from Cape Corientes, in lat. 24 deg. S.

Cape FIRONIA, on the Island of Sardinia, in the Mediterranean, is 2 leagues to the S. S. E. from *Rosà Island*; on this cape there stands a watch tower, and to the E. of it is a good road for westerly winds.

FIRMY's Bay, on the S. E. coast of the Island of Guernsey, is to the N. from *St. Martin's Point*, or S. E. extremity, and lies within a small peninsula, to the southward from Cornet Castle, which is situated on a little island contiguous to the coast.

Cape FISERON, on the coast of Portugal, is 11 leagues to the S. W. by S. from *Cap Montego*. The Burlings, which are well known to seamen frequenting this coast, lie off from this cape, at the distance of 14 leagues to S. W. from *Montego Cape*. From *Cape Fiferon* to the rock of Lisbon, or *Cape Rocq*,

is 15 leagues nearly S. From the Point of *Fiferon* there lies off a rock, to the southward of which is a great bay, into which small barks may run behind the rock, and lie land-locked.

FISGARD Bay, or *FISHGARD*, on the coast of Pembrokeshire, in S. Wales, is about S. S. W. from *Dynas Head*, which is the S. W. limit of *Newport Bay*. The town from which it derives its name, is situated on a steep cliff, on the S. side of the River *Gwayne*, which there falls into the Irish Sea. The bay is spacious, and vessels may ride here safely in 5 or 6 fathoms water. The inhabitants of the town have a good trade in herrings, and annually cure above a thousand barrels of them between this place and *Newport*. The coast on the W. side of this bay runs N. and then W. to *Strumble Head*, and from thence S. and S. W. to *St. David's*.

FISHER's Island, on the coast of Lapland, is to the S. E. from *Wardhuys Island*, according to some accounts, but, according to others, E. a little northerly. The lat. is stated to be in 70 deg. 27 min. N. and long. 33 deg. 20 min. E. *Keger Point* is at the N. W. end of it, where there is a haven, and at the S. E. end are 3 harbours, known by the names of *Laus*, *Trepna*, and *Kawens*, all of which have good anchorage. The island is about 11 leagues in length from N. W. to S. E. But it is not absolutely an island, though called so, because it is joined to the main by a neck of land, over which the Russians that pass there haul their boats, as it is both low and narrow. The Danes used to have their fish staples at *Keger* here, from whence it obtained the name of *Fisher's Island*. It is 9 or 10 leagues from hence, in the direction of S. S. E. or S. E. by S. to the River *Kola*, or *Kilduyn Island*, both which may be seen from *Laus Point* on this island. In running along from hence at S. S. E. by the high land of *Bodenwolack*, the river will be seen to open very wide.

FISHER's Island, on the coast of North America, is about 5 miles from the coast of that part of New England, called *Connecticut*, and a little to the E. of S. from the mouth of the River *Thames*. Its length from E. to W. is about 5 miles, and its breadth from N. to S. about 1 and a half. Its lat. is about 41 deg. 13 min. N. and long. about 54 deg. 28 min. W. and is nearly due N. from the S. E. extremity of *Long Island*.

FISHER's Nose, or **Point Piscador**, is on the E. side of **Cape Tenes**, on the N. coast of **Africa**. See **PISCADOR**.

FISHER's Rocks, on the coast of **Holyhead Island**, are about midway from the E. point of that island to **Holyhead**. They consist of a ledge that lies near half a mile from the point between **St. Fraid's** and **Perthaverth Bay**.

FISHER's Rocks, called by the Spaniards **los Piscadores**, are two great rocks upon the coast of **Peru** in the S. Pacific Ocean, near the broken gap between the two headlands of **Ocona** and **Attico**, the latter of which is in lat. about 16 deg. 30 min. S. This gap reaches along the river's bank close to the water's edge, and runs out to the sea about two musquet shots from the gap. Very good water may be got here.

FISHER's Village, off which is a small bank or reef, is on the coast, by which ships sail into the Sound, between the point of the **Koll** and the coast of **Zealand**, at the entrance of the **Cattigate**. This last is all clear, and therefore ships may sail safely by it, either from **Anholt** or **Hassalin**, in from 6 to 7 fathoms; but there is only 4 fathoms on the reef here mentioned.

FISHER's Village, is one of the small places between **Suma** and **Akitaki** or **Little Commenda**, on the W. coast of **Africa**. There are several others within this distance or about 3 leagues, at most of which some business is done.

FISHERROUGH, is one of the small towns of **Scotland** between **Guillaneis** and **Musebourg**, and about 5 miles from **Edinburgh**, not far from the mouth of the **Forth**, which has a small harbour where ships may lie and deliver their cargoes in the summer. It is in a large bay, not less than 3 leagues across and pretty deep, in which there is good anchorage every where in 6, 7, or 8 fathoms, and good riding for S. W. or S. E. winds. From **Guillaneis** to **Musebourg** the direction across the bay is S. W. by W.

Cape FITCHER, is the same as **Cape Spichel**, and is still more usually known by the names of **Setuval Point**, or **St. Ubes Point**. It is 10 leagues at S. E. by S. from **Cape Recq** on the coast of **Portugal**, on the N. of the river **Tagus**, as this cape is to the S. There is a high tower upon the shore, and the land is also very high; for the point the castle of **Sezimbre** is a mark, but especially for

the road under it, where there is very good anchorage in from 15 to 16 fathoms.

FITFIL Head, amongst the **Shetland Islands**, has **Quandle Bay** on its E. side, but **Sumbrough Head Island** is the first island as a ship comes from the S. between which and **Fitfil Head** are 3 bays, of which **Quandle** is the best, and is a good place to anchor in from 6 to 8 fathoms, the sea being open only to four points of the compass. This head is only 2 miles to the S. S. E. from the island of **Colfa**.

FITZROY Island, on the E. coast of **New Holland** or **New South Wales**, is nearly due E. from **Cape Grafton**, and to the S. of **Green Island**, near the southern extremity of **Trinity Bay**, situated in lat. about 17 deg. S. and long. 146 deg. E. The variation of the compass here is found to be 4 deg. 53 min. E.

FIUMARA River, which is the boundary or limit of **Germany**, falls into the ocean at the port of **Fiume**. See **FIUME**.

FIUME, otherwise called **St. VETT**, is a town of **Istria**, which has a harbour on the **Adriatic**, about 14 leagues to the E. from the cape of **Istria**. It is in lat. 45 deg. 40 min. N. and long. 14 deg. 46 min. E. It is surrounded with high hills, which cause the wind to recoil upon the harbour. The entrance into it is also incommodious, from the islands **Perosina**, **Cherso**, and **Veglia**, that lie before it; and it very frequently happens that when there is the fairest wind out at sea, the fireco or S. wind hinders a vessel from getting out of the road. The shallow water in this port prevents them from building ships. The river **Fiunnara**, which separates **Germany** from **Croatia**, here falls into the sea.

FIVE ISLANDS Harbour, at the W. end of the island of **Antigua** in the **West Indies**, is wide and goes far into the land to the E. and N. E. On that account it has obtained the name of a harbour, but abounds with dangerous rocks, shoals, reefs, and uncertain soundings. It takes this name from the same number of small islands that are situated off the S. point. Towards the upper end of the harbour there is a small island called **Maiden Island**, to the N. E. of which is the bay called **Hanson's Bay**, and to the S. E. is **Tullidelph's Bay**. There is in general about 3 fathoms water from the N. point of the harbour as far as **Maiden Island**, which is nearly due E. from the point.

point, though in the middle of the harbour. Here is good shelter from northerly and easterly winds, and ships that are acquainted with the harbour may run in, if necessity require. But the entrance to St. John's Harbour is not more than a league and a half to the N. a little easterly from the Five Islands at the S. point of this harbour, and is an excellent situation.

FIVE FATHOMS Channel, is one of those channels at the mouth of the river Thames, by which ships go out to sea. Its W. end is pointed out by the Spile Buoy, which is black, the mark for it being to have Moutehole Church well open to the eastward of the Land's End, and is about 3 leagues from the buoy of the Nore in the direction of E. nearly, having from 8 to 10 fathoms all the way. The W. buoy of the Spaniard, which is white, marks the other side of the entrance into this channel, above a mile nearly at S. E. from the Black Buoy. The channel is 6 or 7 miles in length, in the direction of E. half N. and about half way down, on the larboard side, is the Red Sand Beacon, on the edge of that sand. It must not be forgot, that between the Spile and the W. Buoy there is a middle ground that is very shoal, and will pick up a ship at low water; but the best depth is between that and the W. Buoy, and pretty near the buoy. The leading mark through this channel is to have the body of Minster Church just open, which will lead a ship the nearest to the Spaniard, from the W. Buoy of which to the E. Buoy, is about 6 miles at E. half N. The marks for the E. Buoy are to have a large tree on Shepey Land just open of Mussels at S. W. half W. and St. Nicholas Church in the Gore on a house or barn just open to the eastward of the Reculvers, at S. E. quarter E. or the Reculvers nearly at S. E. half E.

Point FIVE FINGERS, on the S. W. part of New Zealand, is a mark for discovering the situation of Dusky Bay, in about lat. 45 deg. 47 min. S. When the N. point of that bay bears S. E. by E. these 5 high peaked rocks that lie off it appear like the 4 fingers and thumb of a hand, and from this appearance was the name given to them. This point also is the only level land for a considerable distance, and extends nearly two leagues to the northward; but it is lofty,

and covered with wood, and the country behind mountainous, barren, and rocky.

White FLAG Bay, is at the N. W. end of the island of St. Christopher's in the West Indies, between Boyer's Bay to the N. E. and Fougoux Bay to the S. There are soundings near the shore on this part of the coast in 3, 5, and 6 fathoms, or more, and above 30 fathoms, at little more than a mile from the land.

FLAMANDE Bay, otherwise called **FLEMISH Bay**, is near the extreme W. part of the island of St. Domingo in the West Indies, on the S. side of the long neck or peninsula of that island, which extends W. from the isthmus between Petit Goave and Bennet Bay. The island Cow, or Vache, is to the S. of it, and the coast trends on the W. side of the bay to the S. W. and then turns short S. and S. easterly to Point Abacou, which with the island of Vacke forms a shelter from the N. and W. There are some small islands in this part of the ocean, and some small sands; but there is anchorage in 7 fathoms to the westward of a small islet off the N. W. point of Vache Island, and in the bight of the main to the W. of it, at the turning of the coast.

FLAMANVILLE Cape, on the coast of France, is E. a little northerly from the island of Guernsey, and the S. limit of Vauville Bay, and about the midway between Cape la Hogue and Cape Carteret, in the direction of S. half E. It is sometimes called Gros Nez, or the Great Nefs or Point. It takes the name of Flamanville from a village of that name upon the headland. Its lat. is about 49 deg. 32 min. N. and long. 1 deg. 48 min. W.

FLAMBOROUGH Head, is a noted promontory on the coast of Yorkshire, to the N. of the river Humber, about 5 miles to the E. of the port of Bridlington, and the extreme eastern limit of the bay so called. Its lofty snow-white cliffs are seen far out at sea, and on many occasions are a particular direction, having an appearance not unlike the Culver Cliffs of the Isle of Wight, but extending round the head for several miles to the N. W. The numberless multitudes of sea-fowl of various kinds which occupy the ledges of the stupendous rocks almost exceed credibility, and fill the air and ocean all around them. Some have supposed that this head, and the village of the same name

name within land, take their denomination from Flame, on account of its watch tower, with lights for sailors.

It may be observed, as a direction for a long distance, that this head is nearly N. W. from Winterton Ness, on the coast of Norfolk. On this coast the flood tide sets to the S. E. nearly in the direction of the coast from the northward; and it has high water on full and change days about 4 o'clock. It is in lat. 54 deg. 9 min. N. and long. 4 min. E.

Point FLAMDA, on the S. coast of the island of Candia, to the southward of the Archipelago Sea, is near the W. end of that island, and nearly due N. from the small island of Antigozi. This will sufficiently serve to point it out. See **ANTI-GOSI**.

FLANDERS, from whence comes the name of Flemish coast, so familiar in the mouths of seamen, has the German Ocean and the Low Countries on the N. and on the W. is bounded by the same ocean. All that is farther for our purpose to observe, is, that it is a perfectly level country, and watered with innumerable rivers and canals, is extremely fruitful and conveniently situated for trade, and has some of the finest cities of Europe.

FLAT Island, in mid-channel within the harbour of Mahon in the island of Minorca in the Mediterranean, is little more than a mile from the entrance at Fort St. Philip, in the direction of N. N. W. and about half a mile short of Bloody Island, which lies about W. N. W. from it. On the larboard side of the island going in there is anchorage in 14 and 15 fathoms; the other side of the island is shoaler, from 8 to 3 fathoms.

FLAT Island, sometimes called **Razor Island**, is due S. from the bar or entrance into Rio Janeiro Harbour, on the coast of South America, or Santa Cruz Point nearly, at the distance of 4 leagues, from whence that harbour will be distinctly seen. The Sugar Loaf Hill is also plainly visible from hence, being a very high and inaccessible rock, a little without the W. point of the entrance.

FLAT Point, on the N. E. coast of Ireland, is on the W. of Copeland Island, which island is 2 miles due E. from the main land, and open with the bay of Carrickfergus. On the W. side of this island is a sunken rock, at the distance of three quarters of a mile in the direction of N. E. from this Flat Point; on which

rock there is not more than 3 feet water. There is a very good channel or sound between the rock and the point, and from 7 to 8 fathoms water; but the side nearest to the main is foul, so that ships must not come too near to it, and especially to the northward. There is also a sunken rock at the distance of a quarter of a mile from the very next point.

FLAT Point Island, adjacent to the coast of Cape Breton Island, is to the S. W. of Louisburg, and about half a league nearly W. from White Point, or the eastern limit of Gabarus Bay. This island, and the cove within it, are situated at the mouth of Freshwater Brook; but there are 3 or more very small islands close in with the coast, about half way from White Point to this island, and on the N. side of the entrance into the harbour, near the N. cape, is a light-house.

FLATHOLM Island, in the Bristol Channel, is the northernmost of two islands which are known by the name of the Holms, the southernmost being called Steepholm. It is about W. S. W. half S. from King Road, at the mouth of the Bristol River, at the distance of about 5 leagues, and about 1 league from the nearest part of the Welch coast. There is a channel betwixt the Holms, but the deepest water is nearest to the Flatholm, and, with a large wind, a ship may sail so near it without danger as to throw a stone on shore. To the eastward of the Holms, there is a long narrow and tailing shoal, called the English Grounds, which ships must be careful to avoid that are coming in from the westward. For this purpose keep the Flatholm at S. W. or S. W. by W. for about a league, and then bear away E. or E. by N. in 14 or 15 fathoms water towards Portshut Point, which is to the westward of King Road. See **ENGLISH Grounds**, and **PORTSHUT Point**. There is 15, 12, 10, and sometimes 8 fathoms in the fair-way between the island and the point.

FLAT Rock Point, on the coast of Newfoundland, is the N. point of the harbour of Torbay, from which to Red Head by North the course is N. by W. and to Black Head by N. is 2 leagues to N. by W. half W. and 2 leagues farther to N. W. is Cape St. Francis.

Cape FLATTERY, on the N. W. coast of America, is the name which was given to a cape there by Capt. Cook, from its promising a harbour at a distance, which

was not found on approaching nearer; being situated in lat. 48 deg. 15 min. N. and long. 124 deg. 57 min. W. The variation of the compass on this part of the coast was found to be 16 deg. 38 min. E. in 1779; but out at sea to the distance of 3 deg. W. it was 19 deg. 27 min. E.

Cape FLATTERY, on the N. E. coast of New Holland or New South Wales, is in lat. 14 deg. 56 min. S. and long. 145 deg. 17 min. E. is a lofty promontory, making in two hills, with a third behind them, but with low and sandy ground on each side. It was so called because it promised a passage along the coast to the northward, which was found to be impracticable. Here it is necessary to leave the coast, if ships come from the southward; the directions for which are to pass to the E. N. E. to the islands of Direction, so called because they point out a passage through the reef of rocks that line this part of the coast at a distance. The northernmost of these islands is about 5 leagues from the cape; and the Lizard Island is left to the N. W. and the others to the S. E. in the fairway from the cape to Providential Channel.

FLATTS, at the mouth of the river Thames, are at N. E. nearly from the N. E. part of the island of Shepey, and about N. N. W. from the Reculvers. The course across them is about S. E. easterly for 6 miles and a quarter, with a depth of 10, 12, and 14 feet all the way. They are to westward of the entrance into the Queen's Channel.

FLAYES, is a small haven on the N. coast of South America, between Taturata Point and Cape Romano. There is good ground, but no secure riding, on account of its being open to the northerly winds. It is on the E. side of the projecting land which forms the eastern limit of the great river of Maracaibo or gulf of Venezuela.

FLECKERY Island, is on the coast of Norway, between Kirk Sound and the Naze, from which last, which is the southernmost part of Norway, the coast stretches eastward without the rocks beyond this island, in the direction of E. N. E. and from thence N. E. to Long Sound, being in all 26 leagues distant. The land is full of steep and stony hills, as is the sea of frightful rocks and dangerous places; yet there are abundance of good harbours among them, with very

safe anchorage, and roads that are sheltered from all winds, and deep water to the very shore. Here is much trade in these parts; but there is no moving any where without a pilot.

FLEES Sound, is one of those places between Stemmeshest and Drontheim on the coast of Norway, all which distance might indeed be called a river or sound, which has an opening between the islands directly through into the sea. Pilots must be had on this coast, as to describe the channels would be an useless attempt.

Old FLEET, otherwise called *LEARN Harbour*, is 2 leagues to the N. of Carrickfergus at the N. E. part of the coast of Ireland. In coming from the northward it will be known by two flat towers, one of which is somewhat higher than the other, appearing like the fore-sail and main-sail of a ship, without top or top-sails, that stand on the N. side of the bay. At the S. point also there is a small round island called the Knee, by which it may be known; and ships may fail in along the midst of the channel. To ships coming from the southward, it must be observed, that as soon as they get sight of the Knee Island, care must be taken to avoid a rock known by the name of Hunter's Rock; on which there is only 2 fathoms at high water. To sail clear of this rock, it is advisable to keep Knee Island close with the main; on which course a ship will pass without it. When Brown's Point, on the larboard side going into Learn, is opposite to the castle of Caran, then will a ship be abreast of the rock; and when the rock of the mountain of Ballygille is directly over the middle of Ballygille Hill, then is a ship right upon the top of it, and the rippling of the sea will be seen upon it. But ships may run in about the Knee into the harbour without any danger. It is 8 leagues from hence to N. W. northerly to Fair Foreland, and all the way a bold shore, and nothing to fear. The Maidens, which are a dangerous groupe of rocks, some of which are a little above water, but many more are covered, lie at N. by E. from Carrickfergus Bay 2 leagues and a half, and N. E. from this harbour. Ships coming from the northward must run away at S. E. by E. to go without them.

FLEMAN, or Dutch River, on the coast of Brazil in South America, otherwise

wife called Cayta or Pyrva River, is 5 leagues at S. E. by E. from the river Pedras. There is a large fortification on the N. point of the W. shore of this river, called Fortaleza de Pyrava, and on the E. shore of the river, which is three leagues within the points, is the town of Cayta. Here is a good road for ships, either on the E. shore before the town, or on the W. side under the lee of the castle.

FLEMISH Banks, so called, are great shoals or banks to the eastward of Dover Straits, along the coast of Flanders, as far as the island of Walcheren, one of those belonging to Zealand. From these straits if a ship is bound into the North Sea, and is in the midway between the coasts of England and France, a course of N. N. E. half E. will carry her clear of all the Flemish Banks, and of the Goodwin Sands. The names of the principal of these banks are, the Inner Bank or French Pole, the English Pole, the Raen, and the Rasen; they are all noticed under their respective heads. See **BOOMLAND**, &c.

FLEMSDEN, is one of the large islands, which are 5 in number, on the coast of Norway, to the northward of Broad Sound. It is sometimes called Roof Island, and has but one hummock at the W. end of it, which shews in the form of the roof of a house. Within the E. point of this island there is a bay, which has a good road that is land-locked from all winds. The channel of Nogueford is on the N. E. side of this island, which runs in at S. E. into Romisdale River. There are some rocks between this island and Boe Point, known by the name of Romisdale Scars; among these is the island Lever, that lies about E. from the N. end of Flemisden, on either side of which ships may sail in going in or coming out.

FLENSBURG, is a pretty large and handsome town of Sleswick, situated on a bay of the Baltic, with a harbour deep enough for large ships. It runs above 4 miles into the land, is 18 miles to the N. of Sleswick city, and is in lat. 54 deg. 50 min. N. and long. 9 deg. 45 min. E.

FLESH Bay, is a little beyond the False Cape to the E. at the southern extremity of Africa. It is so called from the great abundance of cattle that is to be had there. The coast beyond that trends away to the N. E. and afterwards due N.

FLIE or ULY Island, on the coast of Holland, is at the entrance of the Zuyder Zee, and the nearest island on the eastward to the Texel Island, from which it bears at E. N. E. and is but a short distance from that point of it called Eyerland. There is no channel in to the westward of this island, between it and Eyerland; but to the E. between it and Schelling Island, is the Stortelmeck Pais, and to the N. E. of that is the Westernboom gat or channel, for ships coming from the N. W. and to the E. of that is the Easternboom gat, for those from the N. E. These two channels unite within the W. Drogh Sand, from whence near the W. end of Schelling the fairway is nearly S. S. E. The N. side of Vlieland is all clear as far as to the Stortelmeck Buoy; but at the W. end, and along the S. side, it is sand. The Crake Sand, which is separated only from the sand along the coast of the island by a very narrow channel, and that only as far to the eastward as to be opposite to the Stortelmeck Buoy, stretches out to the southward; the E. end of which is marked out by beacons and buoys, forming the W. side of the channel into the Zuyder Zee. It also stretches out westward nearly as far as to be opposite the easternmost point of the Texel Island, where it is connected with Eyerland by the narrow bank. Betwixt this W. end of the sand, and the sand along the E. coast of the Texel Island, runs up to the N. and N. E. and along the S. side of Vlieland, the narrow gut or channel called the Pan.

FLINT Bay, on the S. side of the island of Jamaica in the West Indies, is to the N. W. from the most southerly point, called the Pitch of Portland. It is on the W. side of Milk River, and contiguous to Calabash Bay, and in the direction of S. E. from a single hill called Round Hill, at a small distance within land.

FLINT Island, near the coast of Cape Breton, is to the northward of Cape Brule, in lat. 46 deg. 8 min. N. the bay of Morienne, which extends nearly to this island, being to the northward of the Cape, as the Bay of Miray is to the southward of it. The French gave it the name of Island Platte, or Island de Pierre a Fusil. Between the islands and rocks on this coast there is good shelter, and sufficient depth of water.

FLOGE

FLOGE Creek, is about a Norway mile from Dronheim. With a line of 1000 fathoms, no bottom can be found. In many other places the sea is 300 fathoms deep close to the rocks, with which this coast so fully abounds. The wind and currents are very violent in the narrow straits between the islands and rocks. For the depth of the sea, it may be observed generally, that it is nearly equal with the height of the nearest mountain above the surface.

FLORES, one of the Azores Islands in the Atlantic Ocean, is almost in the midway between the coasts of Europe and America. It is 10 miles long and three broad, and obtained its name from the great variety of fine flowers which it produces. It has been said that none of its inhabitants are wholly free from the venereal disease, and that this is also the case with the people of Peru and in some parts of Siberia. This account is probably exaggerated; but it may be necessary to give the information to seamen, who may happen to come here, in order to make them cautious in their commerce with the women. It is in lat. 39 deg. 34 min. N. and long. 31 deg. 0 min. W.

FLORES Island, to the eastward of Java, in the East Indian Ocean, is another name for Ende Island, and is nearly S. of the island of Celebes. See ENDE.

FLORIDA Cape, is a narrow projecting point of land, running off S. and being the most easterly land of East Florida, in the shape of a peninsula, on the W. side of the channel of Bahama or the gulf of Florida. It is in lat. 25 deg. 44 min. N. and long. 80 deg. 37 min. W. From hence the coast trends away to S. W. to Cape Sable, the most southerly point of Florida, from whence it turns again northerly to the western coast, within the gulf of Mexico.

We are informed, that from Moskitos Bay, in lat. about 28 deg. 50 min. N. there is a shoal of sand off shore for more than 2 leagues as far as this cape, and that if any ships come on shore here they have nothing to hope for but certain destruction. A whole fleet of Spanish galleons was lost here, having an immense treasure on board, about the year 1716. On the E. side of this channel of the Bahamas are situated the Bahama Islands so called, which begin nearly opposite to Cape Canaveral. The variation of the compass off this cape is 5 deg. 30 min. E.

Gulf of FLORIDA, is that channel by which ships that are bound either to the northward along the coast of North America, or, as soon as they are past the 28th deg. of lat. to the N. E. for any of the countries of Europe, usually pass. Being bounded by the Bahama banks on the E. and the peninsula of East Florida on the W. it extends southerly beyond Cape Sable, towards the N. side of the island of Cuba. Ships may either come into this gulf from the E. or W. end of the island of Cuba, and fall nearly into the same situation of mid-channel, in the parallel of Cape Sable.

Round Cape Sable the currents set out of the gulf of Mexico with great force, after having traversed the N. and E. shores of that extensive sea, being checked on the S. by the island of Cuba, which consequently gives them a direction to the E. But the great Bahama bank, which lies to the eastward of Cuba, and runs far to the northward without the cape, gives them another different direction to the northward through the gulf of Florida, at the N. end of which they discharge themselves into the ocean, though the effects of them are found very considerably to the northward along the coast of America.

It may be observed, that ships seldom attempt to sail through this gulf to the southward, on account of these currents, though the wind is generally favourable for the purpose. In that case, as the wind must blow against the current, it occasions so heavy a sea, that ships can scarcely live in it; and if it be either calm, or but little wind, the currents will drive them to the northward out of the gulf, which are frequently so furious that the largest anchors are insufficient to keep a ship in her station.

FLORA Island, one of those known by the name of the Orkneys. There is a broad sound or channel between the islands of Hoy and this island and South Ronaldsha. All these islands are at the S. end of the groupe of islands so called, and are nearly E. and W. from each other, being at no great distance from the most northerly part of Scotland.

FLOURBY, on the coast of Sweden, within the channel of Idelfound or Idhoe Sound, sometimes called the Channel of Westerwyk. This sound is about eight leagues to the N. W. from Oeland, from whence it is necessary to take a pilot, on account of the abundance of rocks in this

of which some are above and some under water.

FLOWACK Islands, on the coast of Norway, are situated between the N. point of Stadland and Broad Sound; and ships which are bound into the latter to Sudmer must keep without the northernmost of them, known by the distinct name of Hossen, and go E. by S. 2 or 3 leagues from it, till the island Godou is seen on the larboard bow. About 4 leagues from the N. point without these islands is the island Swynoe, at N. N. E.

FLOWER's Point, on the coast of Newfoundland, is about a league and a half from the N. head of Catalina Bay, and about 3 miles and a half from the point at N. by W. is Bird Island, and 6 miles in the same direction to Cape Larjan. Out to sea, at about 5 miles distance from the point, are the rocks so called, which are very dangerous, as they are sunk under water, and are only known by the breaking of the sea upon them, which is very violent in stormy weather. Though they are five miles from the point, they are not more than about half a league distant from the shore; but there is a fair channel between the point and the rocks, through which ships of any draught of water may pass. To go without the rocks, the mark is to keep Cape Larjan open of Bird Island.

FLOWER's Rocks. See the preceding article.

FLUSHING or **VLISSINGEN**, is a town of Zealand in the Low Countries, with a secure harbour, on the S. coast of the island of Walcheren, and possessing a very considerable foreign trade. It is 8 miles to the S. of Middleburg, and 17 to the N. E. from Sluys, and is in lat. 51 deg. 25 min. N. and long. 3 deg. 30 min. E. This city not only defends the passage of the Scheldt, but all the islands of Zealand, of which it is one of the most important keys. The port lies between two moles that serve to break off the waves of the sea, and enters the town by means of two canals forming two basins, so that loaded vessels may sail into it. There are several channels, by which ships may sail in or out of Flushing; those by the channels of the Bodkill and the Doorloy have been mentioned already under their respective heads, and under the article of the Spleet ample directions will be found for sailing in or out by that channel. To sail into it along the coast from the westward, after a ship has passed the

French Pole, a bank or shoal so called, and the innermost of the Flemish banks, which will be known by bringing the castle of Sluys to St. Lambert, being a high square steeple on the island of Cadland, to the northward of Sluys, she may sail E. right in with Flushing. Other directions are as follow: Take care to keep Lefwig without Heit, until the castle of Sluys be brought to the E. sand hill of Cadland; this will prevent a ship from running against the inner bank. When the castle is thus brought to the sand-hill, run away boldly at E. N. E. and N. E. by E. to avoid the French Pole, till the steeple of Flushing comes to the northward of the prison-gate, where there will be depth enough. Then go away E. by S. right with Flushing.

It should be observed, that the time of high water, on full and change days, is about half past one.

FLY Island, otherwise **Vlieland**, to the eastward of the Texel Island at the mouth of the Zuyder Zee, of which an account has already been given under **FLIE**. See **FLIE** and **STORTELMECK**. This island is 3 leagues in length, and very easy to be known, being full of little low hummocks to the westward, and having several high white sand-hills on the E. end. There is also a church at the W. end, with a mill to the eastward of it; and from the end there shoots off a reef a good way into the sea, to the westward of which is a channel, but only for small vessels of 8 or 10 feet draught, between **Fly** Island and **Eyerland**. This is called sometimes the **Wester gat** or **Westfield deep**. There is also a mill at the E. end with a cape or beacon, which are marks to avoid the grounds before this island of **Fly**.

FLY Island, a name given by Le Maire and Schouten to an island found in the S. Pacific Ocean, in lat. 15 deg. 20 min. S. and long. 145 deg. 27 min. W.

FOA Island, in the S. Pacific Ocean, is one of those called the **Hapae Islands**, part of that groupe of islands called the **Friendly Islands**. It is connected with **Lefooga** by a reef, abreast of which is good anchorage in 24 fathoms, when the N. part of **Hapae**, or the island **Haannoo**, bears N. 16 deg. E. **Foa** then bears the second rank of the **Hapae Islands**, and **Lefooga** the third. From this situation the S. point of **Hoolaiva**, which is the fourth, bears S. 29 deg. W. and the N. point of **Lefooga** S. 56 deg. E. about three

three quarters of a mile from shore. The bottom is here a coral sand, and without a ship in this situation are two ledges of rocks, of which one bears S. 50 deg. W. and the other W. by N. quarter N. at 1 or 3 miles distance. In this creek there is at all times convenient landing.

FOCHE Island, on the W. coast of Africa, within the river Real or Royal, otherwise called New Calabar, is on the W. side from the Dead Island up that river. Here ships may come to anchor, and meet with more peaceable and rational negroes than are found on other parts of the coast, so that ships may put into their rivers with safety, and carry on a good traffic.

FOGIA nova, on the Asiatic coast of the Archipelago, is 12 leagues at E. N. E. from Cape Barbernola, which is the S. point of the gulf of Smyrna. It is on the S. side of a large bay, that was anciently called the gulf of *Ælia*, or *Flattina*, having the island of Mytilene at W. N. W. from it. For at least 5 leagues within the gulf, a pilot will be wholly unnecessary, as the entrance is at least 4 leagues wide, and has from 50 to 30 fathoms in the fairway as far as Long Island; as it is all safe to the S. of that Island, nor is there any thing dangerous or difficult for near 14 leagues into the gulf, when pilots will become necessary. The port of *Fogia nova* shews a very good road in all winds, where ships may ride when the winds for going up the gulf to Smyrna are out of the way. The town and road are known by 6 or 7 windmills in a row on the hills behind it. The road is behind some islands that lie on the N. of the town, and serve to break off the sea, and make the riding both easy and safe.

FOGIA vecchia, or the old *Fogia*, is in the S. E. part of the gulf of *Ælia* just mentioned, to the southward of several islands which form a groupe near the bottom of the gulf.

FOGLEDEN, is on the coast of Lapland, on the starboard side of a ship going into the channel of Tromsund, at the E. end of the island of Tromsund. Tromsund Point is also left on the starboard side, on entering this channel. See **LOPPEN**, and **TROMSUND**.

FOGO or **FUEGO** Island, one of the Cape de Verde Islands, off the coast of Africa, about 110 leagues to the W. of the cape. It is so called from a volcano that frequently emits flames, and is situ-

ated in lat. 15 deg. 20 min. N. and long. 24 deg. 12 min. W. being about 6 deg. 54 min. of long. W. from the cape. Other accounts lay it down in lat. 14 deg. 57 min. N. and long. 24 deg. 28 min. W.

Cape FOGO, on the island of Fogo, on the E. coast of Newfoundland in North America, is situated in lat. 49 deg. 57 min. N. and long. 53 deg. 47 min. W.

Rocks of FOGO, on the same coast, are to the westward of the cape, a little westerly, in lat. 50 deg. 10 min. N. and long. 53 deg. 50 min. W.

FOIA, is an ancient town of Natolia in Asia, situated on the gulf of Smyrna, 10 leagues N. of the city of that name, having a good harbour and a strong castle.

FOLFONA Island, is a small island off the southernmost angle of the island of Malta in the Mediterranean, betwixt which and the main island there is a passage for vessels, about a mile broad.

FOLKESTON or **FOLKSTON**, is a town in the county of Kent, between Dover and Hythe, which is a member of the cinque port of Dover. The high chalk cliffs of Dover continue along the coast as far as this town, from whence the coast becomes flat and marshy as far as to Dungeness, or the extreme limit of the county, which is the termination of Rumney Marsh. It is a considerable fishing town, and the Folkstone cutters have long been noted proverbially. There is very good anchorage off the town, between the S. battery and Folkstone, for a S. W. wind, in from 8 to 10 fathoms; and there is also good ground to anchor in, in 12 or 14, or 8 or 9 fathoms. If a ship sails from hence westward, and has the wind on shore, take care to keep a good offing round Dungeness. It is situated in lat. 51 deg. 5 min. N. and long. 1 deg. 14 min. E.

FONESINE Island, is a very small island a little to the N. W. of Cape St. Jean or St. John, which is the S. W. point of the Island of Candia in the Mediterranean. It has the island of St. Venerando on the N. of it, of nearly the same size.

FONSECA Bay, on the W. coast of New Mexico, is formed by Consibina Point and Port Martin Lopez, sometimes called El Condadillo, or the Little Earldom. Their distance is 8 leagues, and this bay runs up far into the continent. From Amapala or Mapala to El Virjo, is 10 leagues over; and the hill of Amapala

pala on the W. side of the bay is high and sharp, at the foot of which is Port Martin Lopez, in the lat. of 23 deg. N. The bay has every where from 10 to 12 fathoms water, and ships may go boldly into any part of it that occasion may require. Some ships put into it to load with tar, or to careen. There are three islands within the bay in the direction of E. and W. of which two are large, but the middle one is of a less size. See CANCHAGUA and CONSIBINA.

FONTARABIA, is a town of Spain, on its N. coast, at the bottom of the bay of Biscay, and separated from France only by the river Bidassoa, which divides it from Andaye. It has a pretty good harbour and fortrefs, at the distance of 6 leagues from Bayonne, and is in lat. 43 deg. 27 min. N. and long. 1 deg. 38 min. W. It has high water at spring tides at half past 3 o'clock.

FOOTOONA Island, another name for Erronan, one of the groupe called the New Hebrides in the S. Pacific Ocean. See ERRONAN.

FORBES'S Islands, on the N. E. coast of New Holland, or New South Wales, in lat. about 12 deg. and a half S. are to the N. from Cape Weymouth, and about 5 leagues from the Bolt Head on the main. When the northernmost of them bears W. half S. there is anchorage in 13 fathoms; but between these and the main are shoals. By means of boats and a good look-out, a channel may be found, however, towards the N. W. near Cape Grenville.

FORBISHER'S Straits or FROBAHER, so called from Martin Forbisher who first discovered them in the year 1578, are on the E. side of that sea which is now known by the name of Davis's Straits, in lat. 62 deg. and a half N. and nearly E. from Resolution Islands at the mouth of Hudson's Straits or the passage to Hudson's Bay. The W. end of these straits is in long. 49 deg. W. from London.

FORCADES River, on the W. coast of Africa, is 5 leagues to the southward from the River Esclavos. There is a depth of 12 fathoms in the fairway between them, with good anchor ground; but on the S. E. side of this river a flat falls down from the land, with a reef that reaches off from the N. side about a league. To come into this river, avoid the S. E. side which is flat, and the N. W. which is shoal; and run easterly into it in mid-channel. It has two branches

which reach up into the land, but the place of traffic is up the left hand branch about 6 leagues. This river was known only by two trees that are larger than the rest, and stand upon the S. E. shore; but whether these are now standing, or whether other marks have been round or made for the purpose, we cannot take upon us to affirm. The River Lamas is about 12 leagues to the S. of it. This river of Forcades is nearly in the midway between Benin River to the N. W. and Cape Formosa to the S. E. but some accounts reckon it to be not more than about one-third of the distance.

Cape de tres FORCAS, or Three Points, is 18 leagues to the E. N. E. from the W. point of Buttery Bay, of which this is the E. point. It is on the N. coast of Africa. Near this cape is very good shelter from the wind, but there is no good ground to come to an anchor. At S. S. E. from it about 11 leagues there is a haven and a mole, but even this has not depth enough for large ships; nor is there any good harbour on this coast from the straits of Gibraltar hither. This cape is in lat. 35 deg. 30 min. N. and long. 2 deg. 9 min. W.

FOREIGNERS Rocks, are certain rocks so called between the island of Jersey and the French coast. They lie in the fairway between the islands of Chole and the main, but nearest to the islands, and sometimes appear above water.

FORELAND (NORTH) in the island of Thanet, of which and of the whole county of Kent, it is the N. E. limit, is a noted promontory that is ascertained and declared by act of parliament to be the most southern part of the port of London. From hence this boundary extends northward across the mouth of the River Thames to the point called the Naze on the coast of Essex. This imaginary line is what properly forms the mouth of this river, and all the towns and harbours within these limits on both shores are members of the port of London, and subject to its jurisdiction.

A sea mark has been erected here at the public expence by the corporation of the Trinity house at Deptford; and this promontory or cape on which it stands not only reaches farther into the sea, but is somewhat higher than the rest of the land thereabouts. Two stories of brick have been raised on the former building; and its height, including the small room in which the lights are kept, is more than

than 100 feet. The last is in the form of a dome, about 10 feet in diameter, and 12 in height, and is raised on a decagon, or turret of 10 sides, coated with copper, and having a gallery round it. There is a very extensive view from this gallery; and, when the air is clear, the lights may be seen as far as the Nore at the distance of 10 leagues. Patent lamps, which cost 50l. a piece, with a reflector and magnifier, burn the whole night on each side of the decagon towards the sea; but the two sides next the land, as they could not be wanted, are walled up.

The N. FORELAND, which is in lat. 51 deg. 25 min. N. and long. 1 deg. 29 min. E. has high water on full and change days at half past 10 o'clock, is a mark to seamen on many occasions. For the best place of anchorage in Margate Roads, it is recommended to bring the light at S. E. half S. when the pier bears S. by W. half W. near 2 miles; and for the E. buoy of Margate Sand, which is painted black, and is distant from the N. Spit buoy a league and a half at E. by S. half S. this light will be at S. by E. nearly, somewhat southerly. It is also one of the marks for the N. end of the Brakes, when it bears N. N. W. at the distance of about 3 miles from the main. At the distance of 6 leagues also from the N. Foreland, at E. by N. half N. is the N. end of the Falls; and about 7 or 8 leagues from it at N. E. half E. is the S. end of the Galloper. About 5 leagues at E. by N. half N. from it, and about a league at W. by S. from the N. end of the Falls, there is a pit of the sea, containing 35 or 36 fathoms, though there is only from 26 to 28 all around it. The middle of the Kentish Knock bears from it about 5 leagues or a little more, in the direction of N. N. E. half E. and to run clear of it, when the light is at S. nearly, and St. Peter's Church is on with Redding Street trees, a ship will be abreast of the Knock in 15 or 16 fathoms. It is also a noted mark in coming from the northward from about Orford Ness; the course from which is S. S. E. into 18 or 20 fathoms, and then due S. into 30 fathoms. By this depth steer away boldly for the S. W. to get a sight of the N. Foreland, which cannot well be missed. From hence a ship may run S. in from 20 to 40 fathoms, and go clear of the Goodwin between it and the Falls, when the N. Foreland will bear W. S. W. and the depth will shoal from 30 and

35 fathoms to the flat of the Foreland in 14 or 12 fathoms at 2 or 3 leagues distance.

The tides of the N. Foreland are next to be considered; of which it may be observed generally, that off this promontory, in gales of wind, the tide oftentimes sets quite round the compass. More usually, the first of the flood sets S. by E. or nearer to the S. the middle of it a little to the W. of S. and the last to N. W. half N. and the ebb commonly first sets to N. by E. half E. the middle to E. by S. half S. and the last towards the S. S. E. nearly.

To sail from the N. to the S. Foreland, which is nearly at S. from it, after having cleared the Long Nose by keeping Margate Church more than a man's height above the cliff, to run out by the N. sand-head, keep the N. Foreland light at W. N. W. or nearly so, and St. Peter's open of Broadstairs pier at half a point more westerly; with these marks a ship will have 9 fathoms abreast of the sand-head at 6 or 7 miles from shore. Or, to pass from it through the Gull Stream from abreast of the Knowl of Broadstairs, steer S. a little easterly till the S. Foreland upper light comes on Old Stairs Bay at S. S. W. or nearly so; with this mark and course run 3 or 4 miles beyond the buoy on the S. Brake Head, till Norbourn Mill comes on with Upper Deal Church at S. quarter W. A ship may then run S. by W. westerly till both lights are on, and then she will be clear of the S. Sand-head and Foreland Knowl, in 14 and 15 fathoms water. To turn through the Gull Stream, the light may be brought at S. by W. half W. and S. W. half S. but no farther. Stand 10 nearer to the Goodwin than 8 fathoms near the N. end, and 11 fathoms near the Bunthead; and no nearer to the Brake than 6 fathoms; neither must a ship come nearer to the S. sand than 8 fathoms or to the main than 7 fathoms.

The S. FORELAND, which is in lat. 51 deg. 12 min. N. and long. 1 deg. 29 min. E. has also high water at spring tides at half past 10 o'clock, is also a direction to ships at sea on many occasions; some of which we have just noticed. It is one of the best marks for anchoring in the S. or Great Downs, when the light is on with the S. end of Old Stairs Bay in the direction of S. S. W. or half a point more S. and Upper Deal Church is on with Deal Castle, where

where is 8 fathoms water at S. S. W. half W. from the Brake Buoy about 2 miles and a quarter. To run eastward from this Foreland, having got both lights on, run out till Walmer Castle and Upper Deal Mill come on, and then E. by N. half N. will clear a ship of the S. end of the Falls, which are 6 or 7 leagues from the Foreland, where there is but 3 fathoms and a half water. To go round the Goodwin, get the marks on as before, or if in the night have the lights on, and run out about 7 miles from them, when there will be 18 or 20 fathoms; from hence steer away E. half S. till Shakespear's or High Cliff near Dover is just open of the Foreland, and with this mark run till St. Peter's Church bears N. W. After this, steer about N. N. W. or a little more northerly, till St. Peter's Church comes open of Broadstairs Pier at W. N. W. when a ship may run safely in. If in the night, having run out the lights as before, steer away E. half S. about 7 miles, and then haul up to N. E. half E. till the N. Foreland light bears about N. W. half N. afterwards steer N. by W. half W. or very little more W. till the light bears W. N. W. or a little more northerly, when a ship may run in for the Gull Stream or Margate Roads. Off the S. Foreland, and in the mouth of the Gulls near the Great Downs, the first of the ebb sets nearly regular for the S. Foreland, the middle more towards the Gulls, and the last over the N. Sand-head for the Bunt, and out again over the S. Sand-head. But the first of the flood sets strong over the S. Sand-head into the bight to the Bunt-head, and out again over the N. Sand-head, the middle of the flood sets more towards the Gulls from the Goodwin, and the last nearly regular for the Foreland. From the S. to the N. Foreland, the current runs half tide in the offing.

From the S. Foreland to Calais the distance is 7 leagues at about S. E. and to Dieppe 27 leagues at S. half W. and 6 leagues at S. W. by S. to Dunge Ness.

When a ship is in the channel, in a depth of 24 fathoms both Calais Cliff and the S. Foreland may be seen; and Fairlee and this Foreland may be perceived in 26 and 27 fathoms by a ship between Winchelsea and the coast of Picardy.

The situation of the S. Foreland forms a great security to the Downs, which is

the road for shipping between them, serving to break off the violence of the sea from it, that would otherwise render it a very wild and dangerous station, and prevent its use as a road. For there is a very heavy sea frequently rolling up from the W. to the Flats or banks of sand that for 3 leagues together run parallel with the shore, at the distance of a league or a league and a half, and are dry at low water. These two capes, therefore, break off the force of the sea from the S. E. by S. and S. W. and so make the Downs a pretty good road; but when the wind blows very hard from the S. E. or E. by N. or a point more northerly, ships are frequently drove from their anchors, and often run on shore, being either forced upon the sands, or obliged to run into Sandwich Bay or Ramsgate Pier.

Fair FORELAND, near the N. E. extremity of the coast of Ireland, is 8 leagues to the N. W. westerly from Old Fleet Harbour, the shore being all along fair and clean, so that ships may sail close along by it without any fear, to the W. of Fair Foreland, and anchor every where in 8 or 9 fathoms, under the point of Rathlin, free from easterly winds. The island of Rathlin is but a little distant off the promontory of Fair Foreland, to the N. westward, and ships may sail round it, according as wind and tides serve.

Fair FORELAND in the Greenland Seas, is situated in lat. 66 deg. 18 min. N. and long. 26 deg. 35 min. W.

Fair FORELAND, another point of land so called on the coast of Spitzbergen, or E. Greenland, in lat. 79 deg. 18 min. N. and long. 10 deg. 45 min. E.

FORELAND Point is in the Bristol Channel to the E. a little southerly from Morte Point. It is in lat. 51 deg. 6 min. N. and long. 4 deg. 29 min. W.

FORE NESS. See *FAIR NESS* or *N. FORELAND*.

FORLORN Island, on the eastern coast of S. America, is sometimes called *LOST Island*, at the distance of a league and a half to the E. from Boot Island. These islands are situated to the N. of Cajana or Cayenne Island. The Forlorn Island is now only a great rock, though it has been asserted that it was formerly a large island, of which the greatest part is sunk into the sea and lost.

FORMBY Channel, is the deepest and best channel into the harbour of Liverpool, and is E. from the Dove, being a large

large entrance and having from 3 to 5 fathoms at low water.

FORMENTERA Island, or **FROMENTIERE** Island, near the island of Yvica or Ivica in the Mediterranean, is about 2 leagues and a half to the S. S. E. from the southernmost point of that island. There is a channel between this smaller island and the point on the main; but care must be taken to avoid a shoal that lies from the point, by keeping in the middle of the channel, where there is 5 fathoms and good ground, and so clear water that the bottom may be seen. There is a high tower on the island of Formentera, and another on the S. point of Yvica. This island is stated to be in lat. 38 deg. 33 min. N. and long. 1 deg. 10 min. E.

Babia FERMOsa, or **FORMOSA** Bay, is on the eastern coast of Africa, and the town so called is in lat. 2 deg. 30 min. S. and long. 42 deg. 25 min. E. It is on the coast of Melinda, belonging to Zanguebar in the southern ocean, between Pati on the N. and Melinda on the S. it is a spacious and commodious bay for ships to anchor in, on the northern part of it; but towards the southern part, and about the coast near the entrance of the harbour of Melinda, the coast is very dangerous, having many rocks and shoals under water. Here is a river of the same name.

FORMOSA Cape, on the W. coast of Africa, is in lat. 4 deg. 57 min. N. and long. 9 deg. 22 min. W. being about 20 leagues to the W. of New Calabar. The River Sanguin, or as our seamen frequently call it, Sanguin lies under this cape, where there is anchorage in from 23 to 25 fathoms but not very good holding, as the ground is rocky. There is no necessity to anchor here, because between 2 and 3 leagues to the eastward, between Dasso and Salerno, there is a firm hard sand in from 15 to 18 fathoms and several good trading places near it. From all the towns on this coast the natives will come off in their canoes.

FORMOSA Cape, also on the western coast of Africa, is the S. E. point or limit of the bay or gulf of Benin, in lat. 4 deg. 32 min. N. and long. 8 deg. 10 min. E. It is 20 leagues at S. by E. from the River Lamas, the coast between them being all along low and full of trees, the ground muddy, and no anchoring any where. On one side of the cape the land stretches to N. by E. and on the

other to the eastward, running into the gulf among several islands, between which there are no channels, the whole of the passages being muddy and shoal. The cape is extremely low, and as nearly as possible level with the water, so that the trees which are upon it appear to stand in the sea, and are seen before any land is discovered. At the depth of 15 fathoms neither land nor trees can be seen; about a league from land the depth is 8 fathoms, nearer than which no ship should approach in the months of July and August, when a very hard stream of fresh water runs about by the eastward of the cape. The ground is so muddy that the lead can scarcely be got out of it, and it is much more difficult to get the anchors out; and yet they will hold no purchase, the mud is so soft though heavy. The River Non is about 7 leagues to E. S. E. from the cape; but it is useless for navigation, and the River St. Barbara or Mea about 2 leagues and a half farther. As far as the River Sombrero from this cape, a ship should keep off in 8 fathoms.

FORMOSA Cape, in the straits of Malacca, is about 10 leagues to the S. E. from Malacca, and is a mark for sailing through the Dryon Straits. There is a hill or mount on this cape, which is brought to N. E. by N. when the Island or Pulo Pefang will be seen in 16 fathoms bearing E. by S. half S. and the Island or Pulo Cardamum at S. S. E. half S. making two heads like small mountains.

FORMOSA Island, in the Indian Ocean, is situated between 22 deg. and 25 deg. of N. lat. and from 119 deg. to 122 deg. of E. long. It is 40 leagues to the E. from the province of Fokiem and Canton in China, to which empire it is subject. The Pescadores Islands are to the W. of it between it and the main; and the Bashee Islands are to the S. of it a little easterly between the S. point of this island and Luconia, or the principal of the Philippine Islands, on the S. W. part of which the bay of Manilla is situated. The E. side of the island of Formosa is considered as a wild and unfrequented coast, and the S. point of the island runs out, inclining a little to the eastward, very long and narrow, off which point at some leagues distance are the Velarete Rocks and Breakers. They are totally destitute of wholesome water for drinking, every kind of water in

in it being a deadly poison to strangers, for which no remedy has yet been discovered. On the 22d. of May, 1782, this fine island was overwhelmed, and almost destroyed, by a furious hurricane and dreadful inundation of the sea.

FORMOSA River, sometimes called Benin, is 11 leagues to the S. E. from the River Primeira on the W. coast of Africa. There are many small rivers to the westward of it that will be seen to make their way to the sea. It is flat for more than 2 leagues and a half before the river across the channel, having at the highest flood not more than 14 or 15 feet depth, with muddy ground, and dangerous. The way into the river is therefore close in by the S. E. point, when the great shoal will be on the larboard; and when a ship is in the narrowest place a little sandy bay will be seen on the right hand, at the point within which is good riding in 8 fathoms, and water enough all the way. It is situated in lat. 6 deg. 38 min. N. and long. 4 deg. 47 min. E.

Port FORNELLES, in the island of Minorca in the Mediterranean, is near the N. E. part of the island, and about 6 miles to the N. of Mount Toro within the island, which is a conspicuous object from its elevation on all sides of the island. The port is somewhat dangerous from shoals and foul ground, though there is depth of water for large ships. There is a signal-house on the E. side of this port, not far from the shore towards Cape Pantine; and on the W. side is a fort.

FORNI Island, is between the island of Samos to the N. E. and of Nicarie to the N. W. being situated a little more southerly than these two islands. There are several other small islands on the W. and S. of it, as far as the island of Palmos.

FORNICA Island, is about S. S. E. or S. E. by S. from the island of Catenis, as that island is from the island of Samos, near the Asiatic Shore in the same direction. It is but a small island, and is nearly due N. from Angoli on the S. point of the land, which here forms a spacious bay.

FORSTER'S Bay, in the tract called Sandwich Land, is probably formed by means of low land, which connects the southern Thule, the most southerly land ever discovered, with Freezland Peak. Its situation may be known by observing, that the Peak is in lat. 59 deg. S. and long. 27 deg. W. and the southern Thule

in lat. 59 deg. 13 min. half S. and long. 27 deg. 45 min. W. A great westerly swell of the sea sets upon this land: No anchorage is found any where, and the bays and ports are blocked up with ice; the whole country indeed, from the highest summit of the mountains to the very brink of the cliffs which terminate the coast, is covered many fathoms thick with everlasting snow, and the cliffs alone are all that can be seen to look like land. This is the description of that horrible country, if it can be called a country, as it appeared on the first of February, which answers to our first of August, when the summer sun is supposed to have had its full effect.

FORT Bay, in the island of Antigua in the West Indies, is perhaps another name which has been given to Deep Bay, on the W. side of Falmouth Harbour, on the S. side of the island, from the fort that stands upon or near the beach.

FORT Islands, usually called *Old* **FORT** Islands, are on the N. coast of the gulf of St. Lawrence, in Esquimaux Bay, and are situated in lat. 51 deg. 24 min. N. and long. 57 deg. 48 min. W.

FORTA Island, is a small island just within the W. point of the River Chenu on the N. coast of South America, which river is situated to the S. W. from the islands of St. Bernardo. There is no good anchorage about the island, the ground being every where muddy and too soft. The island of Tortugas lies to the S. W. from this island, at about a league distance from the main, but makes, except in very clear weather, as if it joined to the main.

FORTAVENTURA, or **FORTEVENTURA** Island, one of the Canary Islands in the North Atlantic Ocean, about 43 leagues to the W. from the coast of Africa. It is situated to the S. W. of the small Island Lobos, which lies between it and Lancerota, the coast of which is very foul, with many reefs shooting off, whereon the sea breaks exceedingly. Its N. end is 7 miles at S. and by W. from the S. W. point of Lancerota; but there is a very good road for ships between it and Lobos Island, when the E. point of Lobos bears N. E. by N. or at N. E. about midway betwixt, or somewhat nearer to the large island. From this road right on the shore is an excellent well of water, which is easily procured. This island is 18 leagues long and 15 broad, its N. and S. ends being mountainous.

tainous, sandy, and barren; but the middle is so low and narrow as almost to be cut in two by the sea, in which part it is chiefly inhabited. There is anchorage on each side of the small island of Lobos in from 15 to 20 fathoms, and there is also anchorage in 6 fathoms. The lat. of the W. part of the island is 28 deg. 4 min. N. and long. 14 deg. 32 min. W.

FORTESCUE Bay, in the Straits of Maghellan, near the southern extremity of S. America, is contiguous on the W. side to Cape Gallant, and is situated in lat. 53 deg. 39 min. S. and long. 73 deg. 33 min. W. being also about 5 leagues at E. S. E. from Passage Point. Without the S. E. line from the N. W. point of land there are no soundings; but in turning round land from the E. off the point there are 43 and 38 fathoms; which very soon shoal to 5, 4, and even 3 near shore, off the inner point. N. from the first entrance about a mile is fine clay ground, in 9 and 10 fathoms; but the N. part of the bay is foul and rocky, though it has deeper water.

FORT George, in Moray, or Murray Frith, on the N. E. coast of Scotland, is a strong and regular fortress, completely commanding the entrance to the harbour of Inverness.

FORTH River, in Scotland, rises in Stirlingshire, and runs a course of 40 miles as far as Stirling, near which place it meets the sea. From thence it forms that noble æstuary, which is so well known by the name of the Frith of Forth.

The entrance into this æstuary from the sea at the E. or N. E. is distinguished by the Island of May, which is about 3 miles in circumference, and at the S. E. by the Island of Bass, which is a rock of 400 feet in height, and about 1 mile in circumference. It is 9 miles wide within these islands, and opens to twice the breadth, but near Edinburgh, at the distance of 20 miles from the main ocean, it is contracted to 6 miles. At Queen's Ferry, which is 9 miles higher, the breadth is only 1 mile; but it afterwards widens again to more than 3 miles, and at Alloa it takes the form of a copious navigable river. For farther particulars see LEITH and QUEEN'S FERRY. It communicates with the River Clyde on the W. side of Scotland, by means of a canal.

FORT Royal, is one of the principal towns in the Island of Martinico, in the W. Indies, and the seat of government of the island. There is a fort to the E. of the town, on a neck of land; and its harbour, where the men of war winter, which is defended by a citadel, is one of the best in the W. Indies. It is in lat. 14 deg. 36 min. N. and long. 61 deg. 9 min. W.

FORT Royal, is also the name of the capital of the Island of Grenada in the W. Indies, usually distinguished as one of the Caribbee Islands. It is situated at the bottom of a spacious bay, which is capable of containing 25 ships of the line with ease and in perfect security. It is near the S. W. part of the island, and is the seat of government. It is a very safe place from storms, and 100 sail of ships of 1000 tons burthen each may securely be moored in it. There is a large round basin near the harbour, that is parted from it only by a sand bank, which, if cut, would hold a great number of vessels; on account of which bank large vessels are obliged to pass within 80 paces of one of the two little mountains at the mouth of the harbour, on which a fort has been erected. These mountains are only half a mile asunder. Fort Royal is in lat. 12 deg. 6 min. half N. and long. 61 deg. 55 min. W. See GRANADA.

FORT Royal Island, is on the coast of France, not far from the harbour of St. Maloes, and in the direction of N. by E. from Great Bay Fort, which is to the westward of St. Maloes. To the N. E. of this island is a cluster of rocks or small islands.

Cape FORTUACK. See FARTASH.

FORTUNE Bay, on the coast of Labrador, in North America, is about W. S. W. from York Point, in the direction of the land, and is situated in lat. 51 deg. 28 min. N. and long. 57 deg. 0 min. W.

FORTUNE Bay, on the S. coast of Newfoundland, is to the northward round a cape, which has several islands at S. S. W. from it, the outermost of which is called St. Pierre's or St. Peter's, and to its N. W. is Miquelon, with some others between them. There is a passage into this bay from the westward from the N. end of Miquelon, towards which some islands run out from the S. W. point of that bay in a line of N. W. from the

eastern

eastern point of the bay. There are some islands farther up the bay on the W. side, and on the E. several bays in the direction of N. E. Brunett Island within this bay is in lat. 47 deg. 10 min. N. and long. 56 deg. 0 min. W. From the S. W. cape the coast trends to N. W. into a deep bay.

FORTUNE Head, is a point of land on the S. coast of the Island of Newfoundland, and is situated in lat. 47 deg. 6 min. N. and long. 55 deg. 50 min. W. The variation here is about 19 deg. 30 min. W. It is contiguous to the bay so called.

Good FORTUNE Island, in the Indian Ocean, is on the S. W. coast of the Island of Sumatra, in the East Indies, between Naffau Island on the S. E. and Minton to the N. W. exclusive of some smaller islands. It is in lat. about 1 deg. 30 min. or 40 min. S. and long. 90 deg. 25 min. E. and is one of the chain of islands which run parallel to that coast, at the distance of 15 or 20 leagues.

FORTUNE Island, or more usually, *Island of Good FORTUNE*, is on the W. side of Davis's Straits, which separate that part of North America from Greenland. It is bounded on the W. by White Bear Bay, on the N. E. by Cumberland's Straits and Islands, and on the E. by a N. and S. coast as far as to Cape Elizabeth or the S. E. point, and by the N. E. side of Hudson's Straits.

FORTUNE Islands, so called, are a cluster of small islands, comprehended in the Bahamas, between Crooked Island on the N. and Acklin's Keys on the S. and in the direction of S. E. from Long Island. They are situated in lat. about 22 deg. 45 min. N. and long. 73 deg. 58 min. W.

Fos Golfe, or *Gulf*, is on the N. coast of the Mediterranean, to the eastward from the most easterly mouth of the River Rhone, of which Point de Tignes forms the S. W. limit, having Martigues or Cape Couronne for the eastern limit. The western point is about 11 leagues to the W. by N. from Marseilles, and about as much at E. S. E. from Montpellier, so that it is in lat. about 43 deg. 25 min. N. and long. 4 deg. 38 min. E. There is anchorage in the N. E. part of this gulf, off a small island to the W. of Martigues before an opening into a lake or lagoon, that appears to be

incapable of admitting ships, as there is also in from 5 to 7 fathoms off a double-headed point to the N. W. nearer to the bottom of the gulf. The western limit should have a good offing, as it is both foul to the southward of it, and shoal along the W. coast of the gulf for some distance within the point.

FOSSE Road, at the W. end of the Island of St. Domingo or Hispaniola in the W. Indies, is at the very bottom of the bight which is formed by the trending away of the N. coast of the peninsula from thence to the W. to Cape Dame Mary. It lies within Gonave Island at E. S. E. nearly, and from St. Mark's Bay and Cape in the direction of the coast at about S. E. There is good anchorage near shore on several parts of its coast, but there is a small cluster of rocks at some distance from shore in the direction for the Cul de Sac at E. by S. nearly from the E. point of Gonave Island. Port au Prince is in the very angle of the bay or road.

FOTU Monte, on the W. coast of Africa, is one of the small places on this coast between Commenda and the Castle of Minas, or St. George; but as the coast is all the way full of reefs and rocks, ships cannot approach it. It will therefore be unnecessary to take any farther notice of it.

Pille or Pyle of FOUdry, on the coast of Lancashire, is due N. from the Hyle Lake at the distance of 10 leagues. It is sometimes called Wary Island, and is long and narrow, at N. W. from the mouth of Lune River, and to the E. of Walney Island. It is off the S. point of the peninsula, in which the noted places of Cartinell, Dulton, and Ulverston, are situated, along the coast of which are the remarkable sands known by those names. It is on the W. side of the estuary, which runs up into land, from the N. point of the entrance into Lune River on the S. E. and this point at N. W.

FOUGEAUX Bay, at the western extremity of the Island of St. Christopher's in the West Indies, is situate between White Flag Bay on the N. and Sandy or Beltates Point on the S. to the N. W. of which last is a rocky sand bank, running out near a mile from the point. There are also a few rocks close to the shore on the S. side of the mouth of Figtree river, without which is anchorage in 5 fathoms and more northerly 10 fathoms within a mile

mile of the shore. To the northward along the coast nearer White Flag Bay there is but 5 and 6 fathoms.

FOUL Bay, is about 16 miles at N. by W. from Cape Avarilla de Faló, at the very mouth of which is a dangerous foul island, besides bad ground at the bottom. The cape is on the coast of Cochinchina, in lat. 13 deg. N. and long. 110 deg. 13 min. E. and is the S. point of a deep bay on that coast, called the western bay.

FOUL Bay, in the Island of Barbadoes in the W. Indies, is on the E. side of that island, from whence along the coast to the southward, and up to the N. E. is a continued ledge of rocks, of which that to N. E. running off from the land has particularly been known by the name of Cobler's rocks. These are in the shape of a horn, and run up for 3 or 4 miles, and about 2 miles from the nearest part of the coast.

FOUL Cliff Island, is one of those called the Virgin Islands, but now probably distinguished by some other name. They are in a line from the E. end of the Island of Porto Rico in the W. Indies, and Sir Francis Drake passed through them in his passage towards St. Domingo, in the direction of W. by N. and W. N. W. as far as to the W. end of the 4th island. That must be left on the starboard side, and this island of Foul Cliff on the larboard, between which is a free channel to the westward in 16 fathoms, though there are some places that have not more than 6 or 7 fathoms; but these are the shoalest parts, and there is more usually from 16 to 20 fathoms.

FOUL Island, one of the Shetland Islands so called, is in lat. 60 deg. 12 min. N. and long. 1 deg. 25 min. W. and has high water on full and change days at 3 o'clock.

FOUL Island, in the Indian Ocean, is situated in lat. 18 deg. 6 min. N. and long. 92 deg. 18 min. E.

FOUL Point, on the coast of Madagascar, is in lat. 17 deg. 40 min. S. and long. 49 deg. 53 min. E.

FOUL Sound, on the coast of Spitzbergen, or E. Greenland, to the N. of which is a large island called the N. E. land that extends from 79 deg. to 81 deg. of N. lat. Across the land from this Sound is but a narrow isthmus; for a deep inlet on the W. side, which runs

from the N. cuts in the land for more than a degree from the lat. of 80 deg. N.

FOULHOLMS, in the River Humber, which separates the counties of York and Lincoln, is a sand or bank in the middle of that river, in the direction of W. N. W. from Sunk Island. It is a long and narrow sand, nearly in the position of N. W. and S. E. There is another sand called the Cherry Comb Sand, nearly parallel to it, on its N. E. which communicates with Paul Point to the S. E. of Heydon River. To avoid this sand, observe the directions already given for keeping clear of the Bull Sand, the buoy of Cly Nefs Sand, and for running up to Burcomb Sand off Grimsby, and then leave Burcomb buoy on the larboard, continuing in mid channel nearly on a N. W. course till fully abreast or a little past the N. W. end of Sunk Island. Then edge off a little to the larboard, so as to keep about a mile from the shore, and avoid the S. E. end of the Foulholm; and this distance from the larboard shore will carry a ship safe till it comes abreast of Paul Point. The road called White Booth Road is in this last situation when the clusters of trees, or a small wood, on the N. shore are on nearly at E. with Patrington church.

FOULNESS Island, or FOWLNESS, on the coast of Essex, is on the S. side of the opening or channel into Burnham water. This channel runs up nearly due W. round the N. side of the Whitaker beacon, from the point of the S. W. entrance into the King's channel.

FOULNESS, on the coast of Norfolk, is a point of land, about 4 miles to the E. of Cromer, on or near which is a light-house. The lights are stated to be in lat. 52 deg. 57 min. N. and long. 0 deg. 53 min. E. and there is high water on full and change days at three quarters past 6 o'clock.

FOULNEY Island, on the coast of Lancashire, is contiguous to Fouldrey, near the W. limit of the estuary of Cartmel. See *Pille of Fouldrey*.

Cape FOULWEATHER, on the N. W. coast of N. America, is in lat. about 44 deg. 55 min. N. and long. 124 deg. 6 min. W.

FOUR, a bank of sand off the coast of France, in Quiberon Bay, to the W. of Crozic Point at the distance of about a league or a little more. There are 4 rocks upon it which are sometimes dry at

low water, and it lies about a league and a half in length from N. to S. When Penvis Point bears N. and the high spire of Guerande at N. E. by E. half E. eight over Crozie, a ship will be thwart of the S. end of it; and when Penvis Point bears N. a little westerly, and Crozie comes E. southerly on with the spire of Ecoublas, is the mark for being athwart of the N. end of the sand. It is sometimes called Island Four, and said to be S. E. from the Cardinals; but other accounts lay it down nearly at E. from the Cardinals, in the fairway towards the River Loire. There is a channel or passage through between them from the S. to the N. to the entrance of the River Villaine.

FOUR Passage, is off the W. point of the land of Bretagne or Brittany, on the N. W. part of France, so called from a place of that name on the land, about 12 leagues at W. S. W. or W. by S. from Bals Island. The coast is full of rocks, appearing at a distance like villages, having here and there some sandy banks and a few houses, which are sufficient marks by which to know the land. In sailing from or towards the Four in the night, it is not safe to come nearer the land than 45 fathoms, as there are abundance of ledges of rocks under water all along. Le Four is about 4 leagues to the N. westerly from St. Matthew's Point along the coast, and the Bazane or Bourean shoal or bank is a large mile to the W. from Le Four. See **BOUREAN**. There are several heaps of rocks also to the southward of Le Four, and the Platresses and Pourceaux Bank at S. S. W. at the distance of 2 or 3 leagues. In turning westward of Le Four, towards Conquet to St. Matthew's Point, see under **CONQUET**. The flood tide, it must be observed, sets with a great rippling by St. Matthew's Point towards the Four, and must be allowed for by ships coming from the Island of Ushant.

FOURCHE Head, on the coast of Cape Breton, is about 4 leagues to the S. W. from the port of Louisbourg, having Gabaron Bay in the midway between them. Round this head to the W. is another deep bay, having an island at its entrance, and another off the S. W. point.

FOURCHUE River, is to the W. of Chateaux Bay, on the N. coast of the gulf of St. Lawrence, or coast of La-

brador, and not far from the S. W. end of Belleisle, between that coast and the N. point of Newfoundland.

FOURFOOT, contiguous to the Querns, to the S. E. from Ramigate Harbour, is about a mile and a half at W. by N. from the red buoy of the North Brake Head, between which and the land is the channel called Cuts Channel. Both this and the Querns are sometimes dry at low water.

FOURNEAUX Island, is a small circular island of the S. Pacific Ocean, in lat. 17 deg. 11 min. S. and long. 143 deg. 2 min. W.

Broad FOURTEENS, at the distance of 5 or 6 leagues to the N. E. without the Texel, and N. W. from the Fly Island, or Vlieland, is a large sand bank which is narrow towards the N. E. end, but runs away to the S. S. W. swelling out broader to seaward as far as to lat. 52 deg. 45 min. N. though somewhat irregularly, and then turning S. E. to the coast, which it joins about half way between Scheveling and the Maes. Within side, nearest to the coast, it bends gradually to S. by W. and S. nearly parallel with the coast, till it is nearly opposite Wyck, when it turns again N. E. to Egmont. But there is 14 fathoms upon it for the most part, and between it and the land there is 18, 19, and to the northward 20 fathoms deep. When a ship comes over it about the Texel or Fly, and comes again into 16 and 17 fathoms towards the coast, the land will begin to appear. The three small banks which run off from the coast to the S. W. into the sea, and are lost in the great bank, being also broader and shallower by the land, have distinct names; of these, the northernmost begins a little southward of Egmont by the sea, and is called the Small Eight, the next begins thwart of Wyck by the sea, and is called Witterib, and the third and southernmost, which is a little to the N. of Santford, is known by the name of the Hard.

FOWEY, FAWEY, or FOY, a port town on the S. coast of Cornwall, in the English channel, where it has a commodious haven. It has a great share in the fishing trade, especially in pilchards, which frequent this coast in prodigious shoals about the month of August yearly. It is 6 leagues to the W. somewhat southerly from the Ram Head, and has water enough for ships to go in at flood. There is a small church on the E. side

side of the haven, and a large white church on the W. side with a square steeple.

To sail into Fowey, in coming from the westward, give Predmont Point, which is the most southerly land between this harbour and Blazey Bay, a birth of a mile or more, to keep without the Boneys rocks; and having passed these on the larboard, run in along the mid channel between the two points which form the entrance into the harbour. When a ship is in, she may lie on either side at pleasure, though the deepest water is on the W. side, between the stakes and the square staple. When a ship is within the stakes, in coming in by the land, presently bear off a little from the W. shore towards mid-channel, but rather nearest to the W. shore, as far as to the village on the W. side of the river. Here is a deep place, called the Pool, in which ships that draw 16 feet water may float at the ebb. In coming from the eastward, and desiring to ride in the Pool, sail up within the stakes, and then edge off from the E. shore towards the opposite side, to avoid a flat along the haven by that shore, which begins opposite to the first house of the W. village; but if a ship, from winds or currents, cannot go up with full sail, let go the anchor without the stakes and warp up into the Pool.

Ships may also sail in so far, till they see a wall on the W. side of the haven, behind which is a village; there is very good riding about a ship's length to the southward of that wall, being moored with 4 cables, where a ship may ride afloat that draws 16 feet water. Or a ship may sail farther in along by the swatch on the W. side, whereon stands a mill, but must not come too near the N. point of the swatch, where there lies a rock under water; above that ships may be moored in the middle of the channel, and here is the best lying for such as draw much water. It is 3 leagues to the S. W. to the Deadman's Head, and 3 leagues more at S. W. by W. to the entrance of Falmouth Harbour. The high land of Plymouth may be seen from thwart of Fowey.

Though contrary to our usual custom, we have sometimes digressed from the immediate object of this work to present our readers with such peculiar or remarkable circumstances as appeared to merit particular attention. A brief account of the History of Fowey is of this descrip-

tion, and as such comes under our notice.

This town was heretofore of very great importance, and rose so much by naval wars and piracies, that in the reign of Edward the Third its ships refused to strike when required; as they sailed along the coast of Sussex, they were attacked by the ships from Rye and Winchelsea, which they defeated, and afterwards bore their own arms with those of these two cinque ports. This gave rise to the expression of "The Gallants of Fowey." It is also related by Camden, that this town quartered a part of the arms of every one of the Cinque-ports with their own, as a memorial that they had at different times triumphed over all of them. They were once so powerful, that they took several French men of war; and in the reign of Edward the Third they rescued certain ships of Rye from distress, for which service this town was formally admitted to be a member of the Cinque-ports. It was also greatly favoured by Edward the Fourth, inasmuch that when the French threatened to come up the river to burn it, he caused two towers to be erected at the public expence for its security, of which the ruins are still visible. But he was afterwards highly disgusted at the conduct of the inhabitants, who had treacherously attacked the French after a truce had been proclaimed between this King and Louis the Eleventh. On this occasion he took away all their ships and naval stores, together with a chain which had been drawn across the river between the two forts just mentioned. This chain was removed to Dartmouth, where we understand it still remains, or some other in lieu of it.

This town is situated in lat. 50 deg. 19 min. N. and long. 4 deg. 35 min. W. and has high water on full and change days at 40 min. past 5 o'clock.

By the act of parliament for producing 20,000 men for the use of the royal navy by the different ports of Great Britain, Fowey is required to raise a complement of 70 men.

FOWLNESS Island. See FOULNESS.

Great Fox Bay, on the coast of Nova Scotia, near the N. E. part, is probably the same with what is called Griffin Bay, to the westward of Cape Rosieres, or the S. point of the entrance into the river St. Lawrence.

Fox Bay, in the Falkland Islands, is between Adair's Harbour and ALBEMARLE Port, which see.

Fox Islands, are a groupe of islands so called in the northern Archipelago, to the number of 16. They are situated between the E. coast of Kamtschatka and the N. W. coast of America, from lat. 52 deg. to 55 deg. N. in the N. Pacific Ocean. Each island is distinguished by a particular name; but this is the general and comprehensive name for the whole. They are so called from the great number of black, grey, and red foxes, with which they abound.

Little Fox River, is to the W. of Great Fox Bay, just mentioned, on the N. E. coast of Nova Scotia.

Fox Rock, on the N. coast of France, is between Rochfret Point and the Groyne of Concale or Cancale, off which last point, but a little to the eastward, is the Island des Landes, and on its S. W. the Point des Barboult.

Lough FOYL, or Foyl Lake, on the N. coast of Ireland, is the opening or entrance to the port of Londonderry. The N. W. point of this entrance is about 3 leagues at N. W. by W. from Bandhaven, and W. by N. from Skerries or Port Rush. This lake is almost 12 miles long, and in the middle it is 5 or 6 miles broad, but narrow at the end; and it is but a mile broad at the entrance between Magellan's Point and Green Castle. Before the mouth of it is a great bank of sand called the Tuns, which lies from the E. point of the haven, and stretches out northward two miles off from the shore. On this sand, when the wind is out, the sea breaks very much. There is a very narrow channel to the southward of the Tuns between it and the E. point, though there is more than 18 feet in depth; notwithstanding which small vessels only that draw little water venture through it. But there is at all times 14 and 15 fathoms water on the W. side of the Tuns, and 8 or 10 against Magellan's Point. When a ship is about a mile and a half in, there are two channels, one along the shore, and the other running S. this last has from 9 to 7 fathoms, though the proper channel is that along the shore. See **TUNS**.

FRAILS or **FURLAS** Rocks, are certain sunken rocks off the S. E. coast of Ireland, in the direction nearly of S. S. E. a little westerly from the island of Saltees, and a very little to the southward of E. from the small island of Kinbeg. They may be seen at low water, and ships may

fail through within them nearly due E. from the N. side of Kinbeg; but it is safer to pass between the two largest of the Saltees Islands, in from 5 to 7 and 8 fathoms.

FRAILYS or **FRYARS** Rocks, on the coast of Peru, are near Cape Lorenzo, in lat. about 1 deg. S. They are both steep, as well as the cape, and there is no danger in passing close by them or the cape.

FRAMPTON upon Severn, in Gloucestershire, is noticed in this work on account of the very extraordinary and unusual effects of the tide. For a length of 4 miles it comes up westward with such rapidity, that on its reaching a hill on the left side of the forest of Dean, and turning round to the N. it gathers into a head which looks like a high weir across the river, bearing every thing before it, till it comes to the natural bulwark of Newnham's Nob. This turns the torrent so to the E. that when it reaches the N. of Frampton the land between the two parts of the river is but a mile broad.

Isle of FRANCE, frequently called Mauritius, in the Indian Ocean, is about 200 leagues to the E. of Madagascar Island, in lat. 20 deg. 10 min. S. and long. 57 deg. 28 min. E. It is 50 miles from N. to S. and about 11 in breadth from E. to W. It has two very fine harbours, of which one is on the W. side and the other on the E. but the winds, which almost constantly blow from the S. E. render the entrance of that to the E. very difficult, and the departure from it easy, and on the contrary make the entrance of that to the W. very easy, but the departure difficult. The island is almost entirely surrounded with rocks and ledges of rocks that are covered with the sea, and the shore abounds with coral, madrepores, a kind of sea cane, and shells. The S. E. part of the island is covered with mountains, but the highest does not exceed 400 fathoms; the N. W. part is a level country. It contains greens, but it has very few of our fruits; and of the animals of our own country only goats and swine are met with here in a state of perfection. Mutton, beef, and veal, are scarce, and kid, fowl, game, and fish, are the general food. There are two or three ships sent out annually to the island of Rodrigues for supplies of provisions for the governor's table, and turtles for the hospitals. The winds are variable from October to April.

Cape

Cape FRANCES, is the same with what is now called *Cape François*, on the N. coast of the island of *St. Domingo* or *Hispaniola* in the *West Indies*.

Port of FRANCEZES, on the E. coast of *Brazil* in *South America*, is 10 leagues S. from the river *Paraiba*. It is a large bay, into which several rivers discharge their waters; and it has good riding in it, though the N. shore is foul and rocky. *Cape Blanco* and the river *Gramama* are between *Paraiba* and *Francezes*. There are small narrow shoals all along this coast, somewhat like the grounds off the E. coast of *Ireland* between *Wexford* and *Dublin*; but the channels between these shoals and the main are narrow and foul, and there is not sufficient depth of water for ships. For more than 20 leagues in length there is only from one fathom to a fathom and a half; but the sea, at about a league in the offing without the shoals, is very clear, and has from 10 to 13 and 15 fathoms as far as off the river *Guiryo*, and afterwards from 7 to 9, and even from 4 to 5 fathoms close on the back of the sands. It is in lat. 7 deg. S. and long. 35 deg. 10 min. W.

Bay of St. FRANCIS, on the coast of *Labrador* or *New Britain*, near the S. E. angle, is nearly N. from the island of *Belleisle*, in the strait so called, between *Newfoundland* and the *Esquimaux* coast.

Cape St. FRANCIS, which is the S. limit or entrance of the bay so called, is in lat. about 52 deg. 20 min. N. and long. 55 deg. 30 min. W.

Cape St. FRANCIS, on the E. coast of *Newfoundland*, is the S. E. limit or entrance into the large and capacious opening of *Conception Bay*. It is a whitish point, but low land; and it is particularly advised to mariners not to mistake the hill within it, especially when the atmosphere is cloudy or betwixt dark and light, for the cape itself, as it may be productive of danger. This is in lat. 47 deg. 57 min. N. and long. 52 deg. 30 min. W.

Cape St. FRANCIS, on the coast of *Peru*, situated on the *Pacific Ocean*, is 22 leagues at N. by E. from *Cape Pafado*, the land between forming a deep bay, of the extremes of which this is the shortest or nearest distance. The lat. of this cape is about 50 min. N. the equator passing through the bay between the two capes. The bay is very difficult and dangerous along the shore, and full of

shoals. The wind at the cape generally blows hard from noon till the evening, about which time it becomes calm, especially from the month of *May* till *December*. To the N. of it about 7 leagues is *Punta Galera*.

River St. FRANCIS, on the coast of *Brazil* in *South America*, is the largest river of *Brazil*, being both broad and deep; but it is so choaked up with sands, that ships cannot enter it. The mouth of it is in about 11 deg. of S. lat. and long. 35 deg. 15 min. W.

FRANCISCO River, on the coast of *Brazil* in *South America*, is about S. S. W. from *Cape St. Augustine*, or a little more southerly, which is nearly the general direction of the land. It is in lat. 10 deg. 55 min. S. and long. 36 deg. 45 min. W. and is a large river, within which are abundance of small islands.

FRANÇOIS Baye, in the island of *Martinico* in the *West Indies*, is on the N. E. side, between *Simon Bay* and *Louis Bay*. It is separated from the former on the N. W. only by some small islands, which serve to divide the large bay into three branches, that are known by so many distinct names. This bay is to the S. E. and is separated from *Louis Bay* by a long point of land which runs out to the eastward northerly. There are many small and narrow creeks within this bay on the S. shore. It is nearly in the same lat. with *St. Pierre* or *Peter's*, on the W. side of the island.

FRANÇOIS Bay or Port, is on the N. side of the island of *St. Domingo* or *Hispaniola* in the *West Indies*, to the westward of *Le Cap*, as it is emphatically called. Its lat. is about 19 deg. 46 min. N. and long. 72 deg. 18 min. W. It is the capital of the French part of that island, and stands at the edge of a large plain of 20 leagues in length, and 4 in breadth between the sea and mountains. There are few lands better watered, but there is not a river that will admit a sloop more than 3 miles. This space is cut through by straight roads, of 40 feet in breadth, which are lined with lemon-trees, intermixed with long avenues of lofty trees that lead to plantations which produce vast quantities of sugar, far exceeding any other country in the world. The harbour, which is admirably well situated for ships that come from *Europe*, is only open to the N. from whence it can receive no damage,

as its entrance is sprinkled over with reefs that break off the force of the waves. See GUARICO.

Old Cape FRANÇOIS, on the N. coast of St. Domingo Island, is situated at a remarkable projecting part of the coast, in lat. 19 deg. 40 min. N. and long. 70 deg. 2 min. W. from which the land trends away W. southerly along the N. side of the island, and S. nearly towards the N. E. and E. part of the island.

FRANKON Lake, is to the W. of Stralsund, which last is on the S. side of the island of Rugen, at the entrance into the Baltic, in the straits of Gella.

FRANKLAND's Islands, on the N. E. coast of New Holland or New S. Wales, in the S. Pacific Ocean, are about two leagues distance from the main land. They are in lat. 17 deg. 20 min. S. and long. nearly 146 deg. E. about S. by E. from Cape Grafton, near which the variation is 4 deg. 53 min. E. Without them along the coast is from 13 to 17 fathoms water, as far as Fitzroy Island to the E. from Cape Grafton, on the N. side of which there is but 10 fathoms.

St. FRANCESCA Island, is N. W. nearly from St. George's Island, and E. from Felehida Island, on the starboard side of the entrance into the gulf of Corinth. A chain of islands runs on from it off the N. coast, as far as to the E. point of the entrance into the gulf of Athens.

FRANCISCO River, on the N. coast of the Spanish main, to the westward of the gulf of Darien, is 5 miles to the southward from the point of Sombello. From thence the coast trends E. S. E. to the gulf of Darien.

FRASERBURGH, is a town of Aberdeenshire in Scotland, situated close to the promontory called Kinnaird's Head, and has a tolerable harbour. On this head a light-house has been lately erected. The town is 40 miles to the N. from Aberdeen.

FRATRES Island, or Brothers, is within the river Paraíba, on the E. coast of Brazil in South America, about half a league. On the S. side of this island is the best part of the channel. See PARAIBA.

FRAYELS, are 3 or 4 rocks to the southward of two small islands called the Ilhors, to the eastward of Terceira road, on the S. side of the island of that name, one of the Azores or Western Islands. They are above water; and to the southward of

them, about 4 miles, is another small island, but larger than either of the Ilhors. Ships may sail through towards the road between these rocks and the two islands, or between the islands, in 5 or 6 fathoms, or betwixt them and the main in 15 or 16 fathoms.

FRAYLES, FRYARS, or PADRES, are to the W. of Panama Bay, on the S. W. coast of America, between Point Mala and Point Higuera, and but about two leagues short of the latter. They are about half a league distant from each other, and the nearest of them about a league distant from the shore. On the cut or off-side of the outermost of these islands is a shoal of rocks under water, upon which the sea usually breaks much with a S. W. wind.

FREDERICA, is a town of North America, situated in the mouth of the river Alatamaha in Georgia. It stands on the island of St. Simon or St. Simeon, in lat. 31 deg. 6 min. N. and long. 80 deg. 20 min. W.

FREDERIC Bay, on the W. coast of Africa, is about a league to the E. N. E. from Danes Hill, and about 2 leagues at W. S. W. from Cormantin. Here is a very good road between Fort Nassau and Fort Maur or Maurice, in from 7 to 8 fathoms.

FREDERIC Fort, on the coast of North America, is to the W. S. W. from E. Point, crosses the mouth of a bay. It stands on a point of land, round which to the northward is another bay, of which the S. W. point is called Small Point, in lat. 44 deg. 8 min. N. and long. 69 deg. 53 min. W.

FREDERIC Hall, is on the E. coast of what is called the Seaggerac Sea on the coast of Sweden, in the direction of S. E. from Fredericstact, and on the S. side of a small river or sound which goes into the land between them. It is situated at the mouth of the river Tisle; and has a safe and commodious harbour, though the vast quantities of saw-dust which are brought down the river from the different saw-mills occasion an annual expence to clear it away. It is in lat. 59 deg. 2 min. N. and long. 10 deg. 55 min. E. and about 31 miles to the S. E. of Christiania.

FREDERIC HENDRIC bay, so called by Tasman, is 5 leagues to the N. of a bay, which is laid down in 43 deg. 20 min. S. lat. and 147 deg. 34 min. of E. long.

long. This is situated near the southern extremity of New Holland or New South Wales. It lies within the islands called Maria's Islands, round the point of land which forms the N. limit of Adventure Bay.

Cape FREDERIC HENDRIC, is the N. point or limit of Adventure Bay, on that part of the coast of New Holland, heretofore called Van Diemen's Land.

FREDERICKSBURG, is a fort on the gold coast of Guinea in Africa, near Cape Three Points, about 21 leagues from Cape Coast Castle, in lat. 4 deg. 30 min. N. and long. 1 deg. 5 min. W.

FREDERICSTADT, on the E. coast of the Scaggarac Sea, is to the N. W. from Frederic Hall already mentioned, in the lat. of 59 deg. 12 min. N. and long. 10 deg. 51 min. E. It is about 21 leagues to the N. of Gottenburgh.

FREE Bank, a sand so called on the coast of Flanders, is another name for Broad Bank. It is situated to the E. of the Rattle Bank, and the channel between them has 18 or 19 fathoms. In all the Flemish banks ships may run to windward from one bank to another, and anchor between them where they please. The S. end of this bank lies at N. E. by E. from Calais Cliff, at the distance of 4 or 5 leagues; at which end there is one shoal of about a fathom and a half water only, but it has every where else 3 and 4 fathoms, and at the N. end there is 6, 7, and 8 fathoms. From that end Nieupoort bears E. by S. and the cloyster Top Duyn at E. S. E. 5 or 6 leagues off.

Cape FREELS, is near the N. E. part of the island of Newfoundland, in lat. 49 deg. 55 min. N. and long. 53 deg. 0 min. W.

FREES Plat Buoy, in the Zuyder Zee, is nearly W. S. W. from Hinlopen on the coast of Friesland, and almost due N. from the Creyl Buoy. To sail from one to the other, for a long mark, bring the steeple of the village of Twisch, which is westward from Medenblick, a little open on the N. of it, and keep them so as long as they can be seen, and a ship will find no shoal from the Creyl to the Plat. To find the deepest water, bring the little square steeple of Pendragon on the N. E. shore, which is a little within land, to the westward of a small village on the W. of Worcum, and keep them so, which will bring a ship to the Frees Plat Buoy; and when the two churches of Warns and

Mirns, which are eastward from Staveren Point, come into one to the northward of Staveren, these are marks for being the length of this buoy. The W. side has the deepest water; run on from thence at N. N. E. till Pendragon comes between the little village on the W. of Worcum, as before mentioned and Voorwolde. If the cliff then lies through Staveren, the ship is in the deepest water, and a course a little more northerly will bring her to the buoy in the bight on the W. from Hinlopen. It lies in 16 feet, but has the deepest water on the E. side, and the farther in towards Friesland the deeper, till a ship comes to the shoalings of the shore. The mark for this buoy in the bight is to bring the little square steeple of Mirns to the southward of Malqueren; and to continue northward, keep it to bear within the Malqueren, till a ship is in the fairway towards the buoy of W. Worcum, near 2 miles distant from the Frees Plat Buoy.

FREEMAN's Bay, on the E. side within the entrance into English Harbour, in the island of Antigua, in the West Indies, is formed by a circular coast, of which the S. limit forms the eastern point of the entrance into the harbour. Along the shore of this bay is 3 fathoms water, except near its northern point, a little within, where there is but 2 fathoms and a half. Off the S. point, or the E. point of the entrance, is a 12 gun battery, and a little eastward from the N. point of this bay is a circular battery along the shore. See **ENGLISH Harbour**.

Joseph FREEWILL's Island, called by the natives Pegan, is in lat. 0 deg. 50 min. N. and long. 137 deg. 51 min. E. in the East Indian Ocean.

FREEZLAND Peak, in Sandwich Land, is in lat. 59 deg. 2 min. S. and long. 27 deg. W. Cape Bristol lies behind the peak to the eastward, and Cape Montague 8 leagues to the N. of that.

Cape FREHEL, on the N. coast of France, is a projecting point of land to the W. of St. Maloes, and nearly S. from the W. end of the island of Jersey. This is now the most usual name, though it has sometimes been called Cape Farla and Cape de Late, from the name of the castle which stands to the eastward of the point, where there is a good road for W. and S. W. winds. The rock called May or Mats de Frehel is a little to the westward of the cape, and the Greater and Lesser Devires are about 3 or 4 miles at

W. by N. or W. N. W. from the Cape. There is also a shoal called Lucatis, between the Cape and St. Maloes, and the rock called Mats de Frehel on with the cape is exactly upon it; but if the rock is hid behind the cape, a ship will pass to the southward of it, or, by keeping it open of the point, so as to see between it and the rock, a ship will pass to northward. This rock is a good mark by which to know the cape. It is in lat. 48 deg. 41 min. N. and long. 8 min. W.

Cape FREJUS or *FREJULES*, in the Mediterranean, is the W. point of the gulf of its name, as it is also the N. point of the entrance into the gulf of Grimaud, that runs in to the W. and forms a peninsula on its S.

Gulf of FREJUS, of which the cape so called is the W. point, takes its name from a town of that name about half a mile from the shore at its bottom, and was heretofore the see of a bishop. It is 12 leagues at N. E. from Toulon, and about 13 leagues to the S. W. from Nice; and is situated in lat. 43 deg. 26 min. N. and long. 6 deg. 45 min. E. St. Tropez is 4 leagues from it, and a sea-port.

FRENCH Bay, on the S. side of the island of Nevis in the West Indies, is a small bay, into which a small brook or rivulet falls. It is between two projecting points of land, which form the southern extremity of the island.

FRENCH Island, sometimes called the island of Quails, is a small island within Port Praya Bay, on the S. side of the island of St. Jago, one of the Cape de Verde Islands. It is a small black island, almost even at the top, but rugged at each end; and there are some rocks off the N. end, where the water in general is shoal. Between this and the fort to the northward there is no more than 3 fathoms; and between this island and the main, on the W. side, it is only navigable for boats.

FRENCH Keys, in the Bahamas, are certain small islands so called, a little to the N. E. from Acklin's Keys, being in lat. 22 deg. 52 min. N. and long. 73 deg. 27 min. W.

FRENCHMAN's Bay, on the W. coast of Africa, is on the S. coast of the opening of Sierra Leone River, and due E. within the Cape Sierra Leone. Along the coast to the eastward is the mouth of Bunch River, which falls into this bay from the S. E. To go from the cape

for the river, the course is E. and E. by N. and there is from 11 to 15 fathoms in mid-channel as far as this bay, which is the usual place to wood and water in, and where ships may anchor in 10 fathoms close by the shore. The entrance makes in 5 bays, of which this is the third, all of which afford good anchorage; but this is the best to procure provisions in. Pilots must be had to go up to the factory. To go out of this bay be careful to watch for the land breeze, and keep in mid-channel, when a ship may run away before the wind; but if a ship misses the land breeze, and goes out with the sea breeze, she must carefully avoid the N. shoals in turning, and come no nearer the shore than from 6 to 7 fathoms. The shoals of Sherboro River must be avoided by ships going to the southward; and as soon as they are to the W. of Cape Sierra Leone, the lead should be kept going, and keep out in 11 to 12 fathoms at least.

FRENCHMAN's Bay, is to the N. by W. from Great Point Pedro on the S. or S. W. part of the coast of Jamaica in the West Indies, nearly under the hills called the Mayday Hills. It is but a small bay, and has a larger bay to the N. called Starve Gut Bay.

FRENCHMAN's River, is in the S. E. angle of James's Bay, or the S. part of Hudson's Bay, to the E. of the river Nodway, in lat. 50 deg. N. and long. 79 deg. W. It has Rupert's River on the E. side of that bay, at N. a little easterly from it.

Cape FRESCHIA, on the N. side of the island of Candia, is the easternmost of the two projecting points of land, nearly in the middle of that island. The island of Stantea is to the E. of it, a little northerly, parallel to the coast of the main island. See *Point FRISKIN*.

FRESCOGIE Rocks, on the N. of the island of Corfu, have behind them a good road for ships, as there is also under the lee of a little island called Marlere, between Fanu Island and Corfu, and under the N. end of Corfu itself. In these roads there is from 10 to 12 fathoms.

FRESHWATER Bay, is a bay so called near the S. W. end of the Isle of Wight, and is either that part of the sea at that end of the island immediately before the low land called Freshwater Gate, or more usually understood of the whole space comprehended between the W. extremity of the island at the Needles Rocks and Brook

Brook Cline, or Sodmore Point to the E. Though it cannot be recommended as a good coast, yet ships may come to an anchor in moderate weather, or wait for tides, when Dunnoſe is at E. by S. or half a point more S. in from 16 to 18 fathoms, and the Needles at N. W. or half a point more W. in a ground of small reddish pebble stones. On account of an indraught which sets strong from the Needles to Poole Harbour, it is necessary to take care in doubling the S. part of the island not to be drawn by its effects into this bay; but by heaving the lead, and keeping in the depth of from 25 to 30 fathoms this will be prevented.

A recent account says, that this is a wild and rocky bay, on the W. coast of the island, and remarkable for what the inhabitants call a ground tide. The like tide is also known to prevail in that extensive sea called Whitland Bay to the W. of the Ram Head on the coast of Cornwall. This kind of tide is a violent agitation of the waters, at a time when the other parts of the shore are becalmed; which is supposed, at least in this place, to be occasioned by a bottom that is interspersed with broken rocks. It makes so great a noise as to be heard frequently at the distance of 4 or 5 miles, like the sound of distant thunder; and we may add that these tides have been heard to a farther distance.

FRESHWATER Bay is near the S. E. extremity of the island of Newfoundland, a little to the N. by E. from Cape Race, where the coast turns to the westward. It is but a small cove or bay, at the distance of 3 or 4 leagues from Cape Race.

FRESHWATER Bay, in the straits of Maghellan, is on the W. coast, in lat. 53 deg. 27 min. S. and long. 72 deg. 13 min. W. between Sandy Bay to the N. and Point St. Ann to the S. At the distance of 5 leagues from Sandy Point at S. by E. half E. and at 4 miles S. S. E. from Freshwater Bay Point, is anchorage in 32 fathoms at a mile from shore. The southernmost land bears S. E. by S. There is no ground with 60 fathoms at 2 miles from the shore, but from 20 to 32 at the distance of 1 mile. Off Freshwater Bay the high spring tides are at 12 o'clock, which run but little, but flow very much by the shore. From Porpus Point to this bay is nearly 7 leagues and a half at S. by W. half W. the variation is 2 points to the E. From Freshwater Bay to Cape

St. Ann or Port Famine it is S. quarter E. at the distance nearly of 14 miles.

FRESHWATER Bay, otherwise called Dulce Gulf, is on the S. W. coast of New Mexico, on the Pacific Ocean, in the direction of N. W. from Point Higuera, and E. from Point Burica, at the distance of 4 leagues. From hence also it is 7 leagues to the N. W. to the Island Cano. This is an excellent road for ships, with good anchorage every where and well secured. There is also plenty of wood and water in almost any part of the bay, and no danger but what is in sight. But it is necessary for those that come here to be on good terms with the Spaniards, or be very careful in trusting them.

N. B. For any other places, under the name of Freshwater, see DULCE. It is in lat. about 8 deg. 40 min. N.

FRESHWATER Bay, on the coast of New Guinea, is in lat. 2 deg. 55 min. S. and long. 134 deg. 20 min. E. round a point to the eastward from whence Captain Dampier saw Mackrell Bay towards the N. W. part of New Guinea, but facing the S. W. Off Freshwater Bay at S. W. is White Island at about 4 leagues; and from this bay the coast runs nearly S. S. E. and afterwards to S. E. by E. as far as into lat. 5 deg. 10 min. S. and long. 138 deg. 50 min. E.

FRESHWATER Brook, on the coast of Cape Breton Island, near the continent of North America, is about half a league W. from White Point, in the direction nearly of S. W. from the port of Louisburgh. See FLAT Island.

FRESNAY Road, on the N. coast of France, is on the E. side, a little southerly from the Point de Late or Cape Frehel, and nearly due S. from St. Aubin's, near the S. W. point of the island of Jersey. See Cape FREHEL.

FRIENDLY Islands, are a range of islands in the South Pacific Ocean, comprehending not only Tongataboo or Amsterdam, Eaoo or Middleburg, and Anamooka or Rotterdam, but the groupe of the Hapae Islands, and those nearly under the same meridian from Pilstart in lat. 22 deg. 26 min. S. to Boscawen's and Keppel's Islands in lat. 15 deg. 53 min. S. and from thence westward to Prince William's Islands in long. 179 deg. W. Within this compass, the Archipelago which passes under this general name will be found to be very extensive. The natives

tives reckon up more than 150 islands by their distinct names; of these 15 are said to be high, and 35 to be larger than Anamooka, but the rest are mostly small, and probably some of them are uninhabited. They obtained this name from the friendship that appeared to subsist among the inhabitants of such of them as were first discovered, and their courteous behaviour to strangers. The general appearance of the islands conveys an idea of the greatest luxuriance and fertility; and the surface at a distance has the aspect of being entirely clothed with various sorts of trees, of which some are very large, particularly the tall cocoa palm, and a species of fig with narrow pointed leaves. These islands are almost wholly laid out in plantations, in which are some of the richest productions of nature; such as bread-fruit, cocoa nut trees, plantains, bananas, shadocks, yams, and some other roots, with sugar-cane, and a fruit like a nectarine. Their domestic fowls are large and good; and they have parrots and parroquets of various sorts, which furnish the red feathers so highly valued at the Society Isles. Captain Cook left them several animals, and added to their vegetable productions. The sea abounds with fish, and their numerous reefs and shoals afford shelter for a vast variety of shell fish.

Of their manner of computing distances from one island to another, it may not be improper to observe, as we may do occasionally elsewhere, that they calculate by so many days sail. Of these, one day's sail is about 10 or 12 hours at most; two days sail is from the morning of one day to the evening of the next, and so on for any other number of days. Their canoes will sail 7 or 8 knots an hour, when close hauled, in a gentle gale; and for their direction, they have only the sun by day, and the stars by night. When these are obscured and invisible, they observe the points from whence the winds and waves come upon the vessel; and if these should shift, they miss their intended port, and are never heard of more.

The tides in general are more considerable at these islands than at any others between the tropics.

The FRIAR or FRAILY, on the coast of Peru in the South Pacific Ocean, is a rock above water, which serves to point out some dangerous sunken rocks off the

head of the Port de Cavalla, just at the going in. This port is in lat. about 14 deg. 55 min. S. As we have given directions under Cavalla for going into the harbour, it will be unnecessary to repeat them here.

FRIER's Head Bay, at the E. end of the island of Antigua in the West Indies, is a small bay to the S. of Great Deep Bay, and to the W. a little southerly from York Island, which lies off at a small distance from both these bays, and nearly between them. To go from one to the other, ships must pass round this island on the E. side. It is so called from the S. point, which is called Frier Head, and is in lat. 17 deg. 1 min. N. and long. 61 deg. 50 min. W. From Frier Head the coast trends away to the S. W. to Hudson's Point, which is the eastern limit of Willoughby Bay. Between these are Exchange Bay and Half Moon Bay.

FRIER Bay, in the island of St. Christopher's or St. Kitt's in the West Indies. There are three of the name; of which two are on the N. E. side, and one on the S. W. side. They are all situated on the isthmus or narrow part of the island, which is not a mile broad. The North FRIER Bay, which is to the eastward of St. Timothy's Hill, has some rocks on its N. near the shore, and is sheltered from the W. by that hill. Little FRIER Bay, is contiguous to it on the S. E. and has a small place called Will Cove on its S. E. from whence the shore is lined with rocks to the S. eastward. South FRIER Bay is on the other side of the isthmus, and nearly S. from St. Timothy's Hill, having from 8 to 5 and even 3 fathoms in it, as it is nearer to or farther from shore. The coast to the N. W. and S. E. is here also lined with rocks, as on the other side of the island, but this bay, under the table land to the S. of St. Timothy's Hill, is a clear strand.

FRIGATE Bay, is to the N. W. from South FRIER Bay, on the same side of the island of St. Kitt's, and about W. N. W. from St. Timothy's Hill. Here is a small bight of the coast, and from 6 to 3 fathoms water pretty near the shore. There is a fort on the shore, facing the S. to command the road.

Cape FRIO, on the coast of Brazil in South America, is a noted promontory to the E. of Rio Janeiro, in lat. 22 deg. 54 min. S. and long. 41 deg. 45 min. W.

W. and is about S. W. by S. from Cape Thorne at the distance of 30 leagues, the whole intervening coast forming a spacious bay. From this cape the coast trends W. being 20 leagues to the mouth of Rio Janeiro Harbour. If a ship falls in with the land in 23 deg. 6 min. of S. lat. she will have soundings at the distance of 20 leagues off this cape in 50 fathoms and rocky ground, and by running on W. 4 deg. 15 min. S. there will be found the same depth with coarse sand mixed with shells and mud, at 6 or 7 leagues from the cape in lat. 23 deg. 10 min. S. From hence about 20 leagues to the W. 1 deg. 40 min. N. a ship will come within 2 leagues of Razor Island or Flat Island, which is due S. from Rio Janeiro.

FRISCH Island. See **FRISCHAFF**.

FRISCHAFF, is a bay of the Baltic that is formed by the island of Frisch and the continent, at the mouth of the Vistula, on the coast of Prussia in Poland.

FRISCO River, on the W. coast of Africa, is between Druin and Cape Lehou to the N. E. from Cape Palmas. The distance of these two places is 20 leagues at E. and E. by S. of which from Druin to the Red Land or Red Cliffs is 3 leagues, and the Red Cliffs continue for 7 leagues more, the fairway lying under shore in from 5 to 6 fathoms passing this river, with the negro towns of Tabaterra, Domera, and others, to the cape.

Point FRISKIN, which has been mentioned already under the name of **FRESHIA**, is a little to the N. W. of the city of Candia, on the N. coast of the island of that name to the southward of the Archipelago. This point is a guide or mark for coming to an anchor in the road before Candia; when the island which lies behind or to the westward of this point bears N. W. or N. W. by W. then is a ship in the belt of that road.

FROBISHER's or **FORBISHER's Straits**, are an arm of the sea, lying a little to the N. of Cape Farewell, the most southerly point of W. Greenland, situated in about lat. 63 deg. 12 min. N. and long. 43 deg. 10 min. W. See **FORBISHER**.

FRODSHAM, is a town of Cheshire, which is noted for its ancient castle. It has a stone bridge over the River Weaver, not far from its conflux with the great river of Mersey, where is a harbour for ships of good burden. The Frodsam

Hills, which are so called from their neighbouring town, are the highest in the whole county, on the top of which is a beacon.

FROME River, is not much noted for its navigation, but may be mentioned for its communicating with the English Channel. After traversing a considerable part of the county of Dorset from the westward, where it rises, not far from Evershot, passing through under Frampton Bridge, on the N. side of Dorchester, and eastward towards Wareham, it there falls into the S. western branch of Pool Haven.

FROMENTIERE Island, or **FORMENTERA**, is a triangular shaped island, on each side of which is a bay, that almost reduces the three points into as many peninsulas. In each of these bays is anchorage; that to the N. E. within the small island off its N. part, to the southward of which are some rocks, has from 3 to 12 fathoms; that to the N. W. has from 4 to 7 fathoms; and that to the S. has from 6 to 10 fathoms.

FRONSAC Cape, is on the N. W. point or entrance of the gut or straits of Canio, from the gulf of Nova Scotia, at the S. W. point of the island of Cape Breton. It is in lat. 45 deg. 37 min. N. and long. 61 deg. 10 min. W.

FRONSAC Channel or **Strait**, sometimes called the straits of Canio, is about 5 leagues in length and 1 in breadth, as mentioned under the preceding article.

FRONTON Island, is at the S. E. end of the island of St. Lorenzo, which is situated about 2 miles to the W. from the cape of Callao on the coast of Peru in S. America, on the South Pacific Ocean. This small island has soundings from 5 fathoms and a half to 14 fathoms all round it, and betwixt them are some small rocks.

FRONTIER Gut, on the S. W. side of the island of St. Christopher's or St. Kitt's, is to the eastward of Palmetto Bay and Point, just where the river, called French River, falls into the ocean. Jonathan's Bay is to the E. of it.

FRWARD Cape, on the N. coast or shore of the straits of Maghellan, is the most southerly point of land on the continent of South America, in lat. 54 deg. 3 min. S. and long. 71 deg. 59 min. W. The variation of the compass has been differently stated, from 22 deg. 10 min. to 22 deg. 40 min. E. There are 4 anchoring

choring places between Port Famine and this cape. From Dolphin's Island to this cape is 11 miles at W. S. W. a little westerly; and from hence to Snug Bay is 8 miles to W. N. W. half N.

Cape FRY, in Hudson's Bay, is the N. E. limit or point of Chesterfield's Inlet. It projects far out to the eastward, and contracts this N. part of the bay into less than half the breadth it is to the S. It is in lat. about 64 deg. N. and long. 88 deg. W.

FRY's Bay, near the S. W. part of the island of Antigua in the West Indies, is near two miles to the N. by W. from Johnson's Fort at the angle of the coast, and to the N. of Half Hyde Bay. It is remarkable for having at its N. point a fresh water spring; which point forms the S. point of a large bay to the N. called Morris Bay. Parallel to this coast at a mile or more distance is a rocky bank, which has uncertain soundings upon it from 9 feet to 3 fathoms.

FRYAR's Hood, is a high hill within land on the E. side of the island of Ceylon in the East Indies, and on the W. side of the harbour of Batacaloe, at the S. part or bottom of it. To avoid a dangerous reef of rocks, keep a good offing of 3 leagues, or even more if the wind is off from the sea, and when this hill, which is seen a long way out to sea, is at S. W. by W. a ship will be abreast of the rocks. Then a ship may run for shore, and anchor at pleasure in the mouth of Batacaloe River in 7 fathoms a mile from the land.

FRYARS, are several small islands and black rocks so called, extending from the W. to the E. point of Tasman's Stormy Bay, near the extreme S. part of New Holland or New South Wales. The land trends away from the Fryars at N. by E. for 4 leagues, and from 20 to 15 fathoms water; and round a high bluff point there is 10 fathoms and a fine sand, at half a mile from shore. The rocks here appear like fluted pillars. Adventure Bay is to the N. of this point.

FRYING-PAN Shoals, are certain shoals so called, in the Indian Ocean, the S. E. part of which is laid down in lat. 33 deg. 39 min. N. and long. 73 deg. 22 min. E.

FUCHEW, on the coast of China, is a little up the river of that country, on the N. side of it, which falls into the ocean

in lat. 27 deg. 20 min. N. and long. 119 deg. 30 min. E. about W. by N. from the N. end of the island of Formosa.

FUDER Sal, on the S. side of the island of St. Nicholas, one of the Cape de Verd Islands, at the distance of 25 leagues W. from the island of Sal or Salt. It is about the middle of the island, and to the W. of Port Perguico, which is nearer the E. end. See **ST. NICHOLAS**.

FUEGO, or **FOGO**, one of the Cape de Verd Islands. See **FOGO**.

FUEGO Island, or **Terra del Fuego**, on the S. side of the straits of Maghellan, has been variously represented by navigators. We are told that the land has an aspect the most dreary and uncomfortable; that it consists of a chain of inaccessible rocks without any earth, terminating in ragged points, and cloathed with eternal snow at a vast height. Other accounts say, that on the S. W. it is very much like to the coast of Norway, where there is probably scarce an extent of 3 leagues without an inlet or harbour for the largest ships; but that they must fish for anchorage, as there are several lurking rocks, though they be near shore, which may be discovered in obscure weather by soundings. Indeed there appears to be soundings all along the coast, and for several leagues out to sea; so that it is by no means that dangerous coast which it has been represented. It obtained the name of Fuego from the volcanoes that are in it. Cape Horn is near the S. part of this island; and at the most easterly part it is separated from Staten land, a small island, by the Strait Le Maire, so called from being the first who sailed through.

One may judge of its extent by the situation of its principal points. Cape Virgin Mary, which is at the E. entrance of the straits of Maghellan, and the N. E. point of this land, is in lat. 52 deg. 23 min. S. and long. 67 deg. 54 min. W. Cape Success is in lat. 53 deg. 1 min. S. and long. 65 deg. 27 min. W. Cape Horn is in lat. 55 deg. 58 min. S. and long. 67 deg. 26 min. W. and Cape Defeada is in lat. 53 deg. 4 min. S. and long. 74 deg. 18 min. W.

The currents on the coast of this island are particular objects to be attended to. From Cape Defeada to Cape Horn, they set from the westward to the E. along the

the coast nearly, but are not very considerable. To the eastward of Cape Horn, in the direction of N. E. they become much stronger; and in the Strait Le Maire and on the S. side of Staten land they are extremely rapid, and set like a torrent round Cape St. John, where they turn again to the N. W. and continue to run very strong both within and without New Year's Islands. But these strong currents are only near the coast, and may be avoided so as to sail to the westward by stretching out southerly for 10 or 12 leagues.

FUERTE River, is a pretty large river of New Mexico, which descends from the mountains separating New Biscay on the E. from New Navarre on the W. It falls into the Gulf of California on its eastern side, in lat. 26 deg. 40 min. N. and long. 93 deg. 45 min. W.

FUERTEVENTURA Island, one of the group of islands known by the name of the Canaries, otherwise called **FORTAVENTURA**, which see.

FUGAS River, on the E. coast of Africa, is a large river that discharges itself into the sea by several mouths, so as to form several flat islands near the ocean. It is said to be in 16 deg. 50 min. of S. lat. but modern maps and charts lay it down almost a degree more southerly. A reef, which has been noticed under Cuama, runs parallel to this coast, through which there is a clear channel to the mouth of this river, being 12 leagues distant; but the reef continues to the northward for 12 or 15 leagues farther.

FULA, or **THULA Island**, one of the Shetland Islands, to the northward of Scotland, and supposed to be the *Ultima Thule* of the ancients. It is to the W. of the main land, or principal island of the Shetlands. See **THULE**.

FULLERTON Point, at the W. end of the Island of Antigua, is the N. W. limit of the spacious bay called Five Islands harbour. There is a guard-house stands at the point of land, which doubles in to the eastward, and forms a narrow peninsula along the N. side of the harbour, at the S. end of the isthmus or neck which communicates with the rest of the island.

Cape FUMI, is the S. W. point of an inlet, which is about 4 leagues to the S. S. W. from the entrance into Achepi harbour, on the E. coast of the island of Cape Breton in the Gulf of St. Law-

rence. Niganiche Island, is to the southward of the N. E. point of this inlet. There are soundings off this coast at some leagues distance, having from 30 to 70 fathoms, these are laid down in some maps and charts as a bank.

Cape FUMUS, on the E. coast of Africa, is in lat. 27 deg. 27 min. S. and long. 31 deg. 0 min. E.

FUNCHAL or **FUNCHIAL**, in the island of Madeira, on the S. side of which it is situated, is the capital of that island; to which all ships repair that are bound for the island. The name is derived from *Foncho* or *Funco*, which in the Portuguese language denotes *Fennel*, that here grows abundantly upon the rocks. It is situate in lat. 32 deg. 33 min. half N. and long. 16 deg. 49 min. W. and in the very bottom of a bay, from whence it has all the appearance of an amphitheatre. It has been found that the variation of the needle here is considerably less than in the English channel, being only 15 deg. 30 min. W. in 1766. The tides flow here so as to make full sea at 12 o'clock on full and change days, when they rise about 7 feet, but at neap tides only 4 feet. The landing place is a stony beach, over which the sea or surf almost perpetually dashes with great violence.

There are several batteries and platforms of cannon on the sea side; and there is an old castle, called by the English *Loo-rock*, which commands the road, and stands on the top of a steep black rock, surrounded by the sea, at high water. There is another on a neighbouring eminence above the town, called *San Joao da Pico*, or *St. John's Castle*. The hills beyond the town serve to complete the beauty of the landscape, than which it is hard to conceive any thing more strikingly harmonious and delightful; these are covered with vineyards, inclosures, plantations, and groves, and interspersed with country houses and several churches.

FUNDA, or *Barra de Nova Funda*, is a small channel so called, between one or two small islands and the main, on the coast of Brazil in South America, the principal channel lying in between the islands. But we shall not enlarge upon it here, as we rather chuse to refer our readers to a circumstantial account of it under the article *Rio JANEIRO*.

FUNDI, or **FUNDY Bay**, is a bay on the coast of North America, between New England and Nova Scotia, or Acadia,

dia, at the entrance from the S. and S. W. It runs up to the N. E. for more than 200 miles into the land from Cape Sable, or the most southerly point of Nova Scotia, to the isthmus which joins that peninsula to the continent. The entrance lies in lat. 43 deg. 12 min. N. and long. 66 deg. 40 min. W. About 12 leagues from its entrance on the S. E. side is Annapolis Gut, having a small island on the N. E. that forms the passage into it. From hence about 30 leagues farther on the same side is the Bay of Minas, into which several rivers discharge their waters. Chegnecto is the northern branch of this bay, situated about 3 leagues up a narrow and deep river. St. John's river is on the N. W. side, and nearly in the direction of N. from Annapolis; and to the westward of that a few leagues is L'Etang Harbour, not far from St. Croix River. The tides in this bay rise to the prodigious height of 50 or 60 feet, and flow so rapidly as to overtake animals that are feeding on the shore.

FUNEN Island, in Denmark, is the second island of the kingdom, considered in magnitude, and situated at the entrance into the Baltic. It is divided from Jutland by the Small Belt, about 3 leagues across, and from Zealand by the Great Belt; and its chief town is Odensee.

FUNK Island, an island so called by the seamen, on the N. E. coast of the Island of Newfoundland, situated in lat. 50 deg. 0 min N. and long. 52 deg. 15 min. W.

FUNTA Bay, is a small bay which lies contiguous to a great bay on the southern coast of Africa, situate to the N. of Point Palmar or Palmeirinho, in lat. 9 deg. S. To go into this bay, keep a gun-shot from the point, when a large tree will be seen on the sea side that serves as a mark for running into the bay. The land falls off from the point S. E. by E. into the Bay of Funta, and so on to the River Ambrise. See PALMAR.

FUOGO Island, one of the Cape Verd Islands. See FOGO.

FURNEAUX's Island, in the South Pacific Ocean, is in lat. 17 deg. 11 min. S. and long. 143 deg. 7 min. W.

Cape FUTTOCK. See FARTASH.

FYAL Island, is one of the Azores or western islands, which has been noticed already under Fayal. Its length is about 27 miles, and it is plentifully provided

with every thing that can be necessary for the sustenance of man, besides being well furnished with wood. There is a little haven also at the S. W. end of the island, but not capable of holding more than 5 ships, as it is shoal water within. Run into it by the S. W. point, and so along by the shore till it begins to open, and thus keep on to the narrow betwixt the rocks on the W. side. When a ship is betwixt these rocks, let go the anchor in 5 fathoms, and bring the hawlers on the E. side upon the shore, and make fast to the piles which are there made for that purpose. See more under FAYAL.

FYNE Loch, is an extensive lake of Argyleshire in Scotland, forming a large arm of the sea, and is noted for the prodigious quantities of herrings that resort thither.

FYNE Loch, in Argyleshire, is near 40 miles in length, being a great inlet of the sea. It receives and returns a tide on either side of the Island of Arran, which is directly opposite to the entrance. It is beautifully indented with bays, and surrounded by woodland mountains. At certain seasons, its waters are filled with herrings, at which time numerous fishing vessels resort to it.

G.

GABARON, or GABARUS Bay, on the coast of the Island of Cape Breton, in the S. part of the Gulf of St. Lawrence, is about 2 leagues to the S. W. from the port of Louisburg, of which the eastern point is called White Point. The entrance to this bay is about 20 leagues from the islands of St. Pierre or St. Peter; it is about 2 leagues deep and 1 broad, and affords good anchorage. See GABORI.

GABBARDS, are sands on which is 3 or 4 fathoms, and lie E. S. E. from Orfordness; about 10 miles distant is the innermost, but the outermost is 14 or 15 miles off. They are about 6 leagues at N. E. half N. from the Longland Head.

GABEY, in New Guinea, in the eastern Indian Ocean, is in lat. 0 deg. 6 min. S. and long. 126 deg. 24 min. E.

GABLE END Foreland, a point of land

so called on the E. coast of the northern island of New Zealand, in the S. Pacific Ocean. It is to the N. of Poverty Bay; and had its name from the white cliff at the point which looks like the gable end of a house, with a spire rock at a small distance. It is N. 24 deg. E. at the distance of 12 leagues from Cape Table. Its lat. is about 38 deg. 15 min. S.

GABORI Bay, is only another name for Gabaron or Gabarus. The entrance is between islands and rocks; but vessels may approach very near to the islands, some of which stretch into the sea a league and a half.

GABON River, on the S. W. coast of Africa, is a large river that falls into the ocean from the eastward, within the island of St. Thomas, directly under the line, or the equator.

GABRIEL, is somewhat more than a league to the northward from Salensi on the coast of Lapland, and 4 or 5 leagues to the eastward of Tiry Bity, to the S. E. of the Island of Kilduyn and the River Kola. It is a tide harbour, over which persons may pass on foot at low water, but it has 12 feet on the flood. In the harbour's mouth there are 3 islands of which the highest is on the S. side, and the two lowest on the N. side. In sailing in, run near to the southernmost, and after getting within the point, edge over to the northward behind the other two islands, and anchor on the N. side of the harbour, where there will be a depth of 7 or 8 fathoms, and clear ground. Its lat. must be about 69 deg. 25 min. N. and long. 35 deg. 50 min. E.

GADA, or *Terra del GADA*, is N. from Tullea Bay, on the W. coast of the Island of Madagascar in the Indian ocean, which bay is 5 leagues N. from St. Augustine. The port here called Youngoule, or Mandeota, is a very good one, though there is no considerable river, but an inlet or sound, with a bar, having only 2 or 3 feet at low water, but 14 or 15 on the flood. Boats may go in here for wood and water, and the bay has an excellent road for great ships; but wells of 3 or 4 feet in depth must be dug to procure water.

Point GADE, on the coast of Brazil, to the W. of Cape Rocque, between it and Point Pedras, the shore being all the way full of good roads, but most of the places, on account of the shoals of St.

Rocque, which are parallel to the coast, require the assistance of pilots from the Portuguese settlements.

GAELIES Bay, is to the eastward round Donder Head, which is the S. point of the Island of Ceylon. From hence the coast trends E. N. E. to Mao, at 14 leagues distance.

GAETA, on the coast of Italy, is 3 leagues at E. by S. from Monte Cercelli, situated in a bay, and having good anchorage for all winds, except for the S. and S. E. which blow directly in. The port is known by the mountain called Santa Trinidad, on a part of which the town stands, and another part makes the point which forms the haven. A narrow isthmus or neck of land joins this mountain to the continent. The road will secure a large fleet. It is situated in lat. 41 deg. 32 min. N. and long. 13 deg. 47 min. E. The town is sometimes called GAIETA. It is 12 leagues at S. E. by S. or S. S. E. from this point to the W. end of Ischia Island.

GAETA Cape, on the Island of Cyprus. See GATA.

GAETE, is a small creek on the N. W. of the Island of the Grand Canary in the Atlantic Ocean, which is only frequented by boats that carry provisions to Santa Cruz in the Island of Teneriffe to the westward of it. The country near it is well watered, and there is a high road from it to the principal town of the island.

GAILLAC, is situated on the River Tarn, on the coast of the Mediterranean, and in that part of France heretofore called Languedoc. It is navigable hither, and has a considerable trade, particularly in wine. It is in lat. 43 deg. 50 min. N. and long. 2 deg. 38 min. E. It is to the S. W. from Beziers, which is westward from Montpellier.

GAINSBOROUGH or GANESBOROUGH, is a well built town of Lincolnshire, which possesses a very considerable trade, by means of its communication with the River Humber, and from thence to Hull and the main ocean. It is near 40 miles from the Humber by water, situated on the River Trent, which brings up ships of good burthen with the tide. Its lat. is 53 deg. 28 min. N. and long. 0 deg. 36 min. W. though the knowledge of these can be of no use to its navigation as a river port, in a geographical point of view, it may not be improper to insert them.

GAIRLOCK, a large bay of Scotland, on the western coast of Rossshire; in which the fishery for cod and other white fish is very considerable. The bay gives name to a tract of land that is contiguous to it.

GAL or **GALE** Island, is about three leagues at N. E. by E. from the island of St. Catherine's on the coast of Brazil, in lat. about 28 deg. 20 min. S. It is in a line with the two most northerly points of that island, and with the N. by E. point of the main land of Brazil. See **St. CATHERINE'S**.

Cape GALANCHEYA, in the sea of Azoph, is to the E. N. E. from the islands of Mandar, which lie before the inlet or gulf of Baktar Liman or Lake. Its situation is about 46 deg. 34 min. of N. lat. and 40 deg. 0 min. nearly of E. long.

GALASO, is the name of a river of the Kingdom of Naples in Italy, in that part of it which is known by the distinction of Otranto. It falls into the gulf of Tarentum near the city of that name.

GALATA, up the straits of the Dardanelles, is in reality a suburb of Constantinople, so that the directions for sailing to that port must be abundantly sufficient to render it unnecessary here. It is opposite to the Seraglio, and on the other side of the harbour, and is surrounded with walls, towers, and ditches. The principal inhabitants are Greeks, Armenians, and Jews, who have greater liberty to exercise their respective forms of worship here than in the city. Here are no less than six Greek churches, and two or three of the Roman Catholic persuasion. Its private houses also are better built than those of Constantinople, and they have taverns where wine is sold without any restraint. See **CONSTANTINOPLE**.

Point de GALE, in the island of Ceylon. See **GALLA**.

GALENA Point, on the N. E. coast of the island of Jamaica, is a projecting point of land, making with a double head to the N. westward from Salt River. It is the extreme N. W. point of the bay, at the bottom of which Porta Maria is situated; but there is a small bay round the E. head of this point, called Succabus Bay, into which the Salt River, which descends from the very high mountains within land off this point of the coast, discharges itself. These mountains shew

the situation of the point at a distance. Round the west head of the cape there is anchorage, and shelter from S. and S. E. winds.

Cape GALERA, is the N. W. point of the land of Terra Firma, on the N. coast of the Spanish Main, to the northward from Carthagena. It is in lat. about 11 deg. N. and long. 75 deg. 20 min. W. the coast trending one way nearly due E. and the other due S.

Cape GALERA, the extreme E. point of the island of Trinidad, is nearly due S. from the S. part of the island of Tobago. It is off the eastern extremity of Terra Firma, in about 10 deg. 45 min. N. and long. 60 deg. 30 min. W.

Point GALERA, on the coast of Chili in South America, in the S. Pacific Ocean, is the S. cape or limit of the opening into the bay of Baldivia. It is a low point, but the land rises from it to the S. and causes the coast to be higher land than the cape; and the land to the N. also doubles, though it is low to seaward, so as to become high within, and causing the mountains to appear above and within one another, as far as to the Morro or Headland of Gonzalo, about 3 leagues to the E. by N. from Point Galera. This point is first seen, on coming from the southward, to lie S. by W. from the headland of Bonifacio, at the distance of 7 leagues nearly. It is in lat. 39 deg. 36 min. S. and a reef of sand and rocks shoots out from it for more than a league to the N. N. W. so that it must have a good birth, and be doubled as if it were a cape. After this a ship may run in with an E. N. E. course into the bay; and when a ship has run in E. for some time, the point of Gonzales will appear at E. having a battery of guns upon it, which is in the direction of S. W. by S. from the Morro or Headland of Bonifacio.

Point GALERA, is the most westerly point of the island of St. Lawrence, which lies in the direction of N. W. from Cape Solar, on the coast of Peru, near the port of Callao. See **St. LAWRENCE**.

Point GALERA, also on the coast of Peru, is 7 leagues due N. from Cape St. Francis, which is the N. limit of a spacious bay, through which the line of the Equator passes, as mentioned under Cape St. Francis. It is in lat. 1 deg. N. and from hence the coast trends again to N.

N. E. to the bay of Tacames 3 leagues, and 3 leagues farther to the bay of St. Mattheo, a little more easterly. This point runs far out, and looks like a galley turned keel upwards, of which the point gives the shape of the beak. There is anchorage about half a league to leeward of the point, keeping a little off on account of some shoals that lie under water. There is a small brook within a wood, at a distance from this road, which affords water; but it is not visible, by running down to the sea, except in the rainy winter seasons.

GALERA River, on the W. coast of New Mexico, is 3 leagues to the W. N. W. from Port Angelos or Angels. It is in lat. about 15 deg. 45 min. N. From this river runs a large sandy shore, and above it abundance of mangroves are met with, large enough to make maits for ships. These extend about two leagues. The coast is upright, with good anchoring grounds all the way; and within the land there are divers hills and dales, with greater and lesser strands stretching on towards le Galera. From hence to the river Massia or Maffi is 18 leagues farther on towards Acapulco.

Porto GALERE, on the W. coast of the island of Sardinia in the Mediterranean, is in the bight of the shore round Cape de la Casse, and contiguous to Porto Conti, but to the eastward of it, and both within the cape. Between the E. point of the entrance of the harbour and the point of the town of L'Arguier, and near the latter, is anchorage in from 7 to 10 fathoms, on the S. side of a small island which lies in the bay. On the S. E. side of the town of L'Arguier is a watch tower. From the port of Galere the coast trends again to the S. a little easterly.

Porto GALERE, on the W. side of the island of Corsica, is at the bottom of a spacious bay which opens from the W. the points of which are Cape Lougarbe on the S. W. and Cape Reveillate to the N. eastward. Either of these may be called the N. W. part of the island; but the latter seems more entitled to that distinction. It is to the S. E. of Cape Cavallo, a projecting point in the bottom of the bay, which divides this N. E. part of it into two small bays. Off this cape is a small island, a little within which, before the middle of the bay, is anchorage.

GALES or **PUNTO GALES**, in the island of Ceylon in the East Indies, is

near the S. W. point of the island. See **GALLES**.

GALINHAS River, on the W. coast of Africa, is one of the small rivers between Sherboro River or the island of St. Anne and Cape Mount, which is a distance of 14 leagues. It is navigable for small vessels, boats, and sloops, as are the Non, the Palmas, and the Monos or Monte, the S. E. point of which is usually called Cape Mount. See **Cape MOUNT**. The mouth of this river is in lat. 7 deg. 35 min. N. and long. 10 deg. 40 min. W.

GALIPOLI or **GALLIPOLI**, anciently called **CALLIPOLIS**, on the coast of Italy, having a harbour on the gulf of Otranto or Tarentum, being 10 leagues to the W. of that city. It is in lat. 40 deg. 20 min. N. and long. 18 deg. 5 min. E. It is on the E. side of that gulf, and about 3 leagues nearly due W. from Cape St. Mary, or N. E. point of the gulf, and is known by some islands that lie near to both the N. and S. points of the harbour. But the road is without the islands, where ships may ride safe and easy within sight of the haven, and without the trouble of going in, or coming within the command of the castles. Heretofore the English ships were particularly careful to avoid going in; and if any national or political cause operate to render such a caution advisable, other strangers may exercise the same discretionary conduct. But if nothing of this kind prevent vessels from going in, the passages through among the islands are so very difficult, that a pilot will be found to be necessary.

GALIPOLI or **GALLIPOLI**, anciently known also by the name of **CALLIPOLIS**, is a populous town of Romania, on the European side of the straits of the Hellespont or sea of Marmora, from the Dardanelles to Constantinople. It is 40 leagues to the S. W. from that city, and has a spacious harbour for the reception of galleys. The lat. is about 40 deg. 53 min. N. and long. 27 deg. 15 min. E. From a point, which is situated a little to the northward of the westernmost castle of the Dardanelles, it is about 7 or 8 leagues to N. E. by E. or E. N. E. to this harbour of Galipoli; and to the westward of Galipoli, or behind it, there is a great bay where ships may ride well in a N. N. E. wind, but an E. wind is but very indifferent for it. In the road there is 20 and 25 fathoms before the arsenal. There is also a great bay to the east-

eastward of Galipoli; but the city itself stands on a point, the land being so even and low that it almost appears to be lower than the water. In sailing between Galipoli and Mayta, ships should always stand nearest to the N. side; but they must not come too near in dark and thick weather, on account of some shoals which are found in certain places, though these may be discovered even in the night by sounding, and the colour of the water will point them out in the day.

There is a ledge of rocks over against Galipoli on the S. side, which must be attended to in sailing in or out, as it reaches far from the shore and is very steep. In sounding, a ship will be in 30 fathoms at one cast, and at the next in 10, when she must instantly turn about, or she will be upon it. There is good riding in almost all winds between this ledge of rocks and the main to the southward; but a ship must sail to the westward of the ledge, as it reaches out at the E. end with a tail to the main. The city of Camanar lies behind this ledge, over against Galipoli, close by the water's edge, on low land, so as scarcely to be seen; but Galipoli lies somewhat higher. On a certain point to the eastward is a light-house, over against which, at the distance of about a gun-shot from the shore, is a sunken rock, of which it will be necessary for all ships to beware, as many have struck upon it and been lost. In every other part of the gulf the coast is clear. It is 10 or 11 leagues to E. by N. from Galipoli to the island Marmora; and the land is very low and even for a good way to the eastward from Galipoli, and shoal water all along; but there is 4 fathoms at the distance of a musket-shot from shore. A round hill, 2 leagues to the E. from Galipoli, terminates this low land; there are some trees below it, with a long white tower; but farther to the E. is a valley. A-breast of the hill, at the distance of a league from shore, to seaward, is 14 or 15 fathoms and good ground, but it is very shallow near the land, and this shoal extends eastward for 20 leagues.

A great white rock lies to the eastward from this hill on the Asiatic side, and not far from the shore. In coming from Marmora to Galipoli, it will not be very easily known, as the town of Galipoli stands on a low, bare point; nor is this rock very readily seen, because it then lies as it were under the land. By the round

hill already mentioned, it may be known to be at about two leagues distance; and in sailing westward to Galipoli the water becomes deeper, and another hill will then be seen on the high land close to the water-side, when a ship will be about a league from Galipoli, and have 20 fathoms and good anchoring ground. Excepting the rock under water off from the light-house, ships may sail close along the shore; but of this rock it is necessary to beware.

For further particulars respecting Galipoli, see *ABYDOS*.

GALITTA Island, on the N. coast of Africa in the Mediterranean, at some distance from the shore, has several smaller islets and rocks contiguous to it, in the direction nearly of N. W. by N. from Cape Negro, and about N. by E. from the island of Tabarca 12 leagues, situated in a bay on the main, at S. W. from Cape Negro. It is a wild and desolate island, but lies nearly in the fairway of all the navigation in those seas. It bears due S. from Cape Pullo in the island of Sardinia, at the distance of 30 leagues, and about S. by E. or S. S. E. 26 leagues from the rock Toro. It is only about half a league in length from E. to W. and in lat. 37 deg. 42 min. N. and long. 9 deg. 3 min. E.

But, though the island be generally foul and full of rocks about it, there is a good road for a Levant wind on the S. side, where ships may lie secure against northerly or easterly winds; on this account its situation is well worthy the attention of the seaman. At the W. end of the island are many rocks; and there is a high mountain at the E. end, that rises up to a peak, which is very sharp on the top, something like the appearance of a high crowned hat. The shore is all foul and rocky also round this point of the island. It must farther be noted, that to the S. W. from the westernmost point of the island is a large rock, having small ones about it, all of which are under water, and therefore very dangerous. They are at least a league from the shore.

If a ship come to an anchor in the road under the island, it is therefore necessary first to make the E. point of the island, when 3 rocks will be seen above water, which must be left on the starboard side; there will be from 9 to 12 fathoms just beyond these rocks. To go on to the S. side, sail close by the E. point within

within a cable's length of the shore, where there is from 7 to 9 fathoms. But there is no shelter in either of these situations, they only afford present anchorage; after this ships must take their opportunity to stand away W. for the principal road under the S. point. There are two creeks on the S. side of the island, where the road lies. Those ships which come from the eastward, and wish to anchor in this road, must pass the first of these creeks, and anchor right against a grey spot of land that lies near the water's edge, where there is from 10 to 12 fathoms water close to the shore; and in this situation a ship is perfectly secure from a Levant wind, and all other winds except those from N. E. to N. W. and tolerably well also from westerly winds.

If a ship from the westward, proposes to come into Gallita Road, she must run by the W. end between the main island and a small island which lies off the end, leaving the main island on the larboard side. When she has passed the point, she may steer away E. to the S. road.

Another observation, which is extremely necessary to be attended to by all ships coming here, is, that the current usually sets along the island to the eastward.

There is yet one further observation of more than ordinary importance. Ships passing near the E. point where the high peak already mentioned stands, find very untoward gusts of wind descend sometimes from the mountains, which are so furious as to endanger the carrying away every thing by the board; and these will make the sea rage to a great degree, especially if the wind blow hard from the N. or N. W. When, under the lee of the hill, it will become as suddenly a dead calm, so that not a breath of wind can be perceived; these gusts and calms will frequently and repeatedly succeed each other, so as to render the seaman's utmost attention and management necessary. The best general direction is to carry only just so much sail as will enable a ship to keep under way, and to be ready to manage the sails in such a manner as to prevent the effect of these squalls as much as possible. The winds also vary in different parts of the coast of the island at the same time; for it will frequently blow at N. N. E. right off the E. point, and at that very instant blow W. S. W. off the W. point.

Point GALLA, GALES, or GALLS, is near the S. W. part of the island of Ceylon in the East Indies, to the southward of which a ledge of rocks runs off about half a league into the sea, so that in passing it the necessity of giving it a good birth must be obvious, in order to double it. From hence to Columbo, the chief place on the W. side of the island, there is no danger, and ships may keep the shore close on board. When a ship is near this point, she must keep in 24 fathoms by day, and in 30 by night, to avoid the ledge of rocks. Here is a very commodious bay, but there is a dangerous rock at the entrance of the harbour, which will render the assistance of a good pilot necessary. The road lies close under the cannon of the fort. There is a lantern by way of beacon, a cannon for giving the signal, and the Dutch Company's colours are planted on an angle that juts pretty far out into the sea. This part of the island being mountainous, has very seasonable rains; but in the flat part to the N. they have rain only in the three last months of the year, the fogs and dews at all other times supplying the defect. The lat. of the point is 6 deg. 15 min. N. and long. 80 deg. 15 min. E.

GALLAN. See CANGALLAN.

Cape GALLANT, on the northern shore of Maghellan's Straits, is in lat. 53 deg. 50 min. S. and long. 73 deg. 9 min. W. The variation, as in other parts of this strait, is 22 deg. 30 min. E. It is about 7 leagues at W. by N. half N. from Cape Holland, and about four leagues at S. E. half E. from Elizabeth Bay. In a bay under this cape is good anchorage in 10 fathoms and a muddy bottom, when the E. point of the cape bears at S. W. three quarters S. and the extreme point of the easternmost land at S. E. by E. The bay, called Cape Gallant Bay, may be entered very safely, in which is a large lagoon, where a fleet of ships may moor securely in 4 fathoms every where, a soft muddy ground. The best anchorage within the bay is on the E. side, having from 6 to 10 fathoms. There are two rivers, which afford good watering, and also plenty of wood. From the lagoon wild-fowl is easily obtained; and there is an abundance of wild celery, muscles, and limpets. There is good landing also in the bay. The tide here is very irregular, though the water was observed to rise about 9 feet. From

From this cape towards York Road a current is observed to set about 2 miles an hour.

GALLEJA Island, in the Indian Ocean, is to the N. E. from the N. point of the island of Madagascar. It is situated in lat. 10 deg. 15 min. N. and long. 72 deg. 30 min. E.

GALLEGO River, on the E. coast of Patagonia, towards the extremity of S. America, of which Cape Fairweather, in lat. 51 deg. 34 min. S. and long. 68 deg. 25 min. W. is the N. point. The S. point is in the same long. and in lat. about 51 deg. 40 min. S. See *Cape Fairweather*.

GALLINAS. See **GALINHAS**.

GALLIPAGO Islands, are a cluster of islands in the Pacific Ocean, situated on both sides of the Equator, from 2 deg. N. to 2 deg. of S. lat. and between 85 and 90 deg. of W. long. At these, ships have frequently refitted and taken in water and provisions, but the Spanish government have never formed any colonies there. On the E. side of the easternmost of them, there is anchorage in 16 fathoms, having a white sandy bottom, about a mile from shore. Several of these islands are rocky and barren, with very little verdure, and some have none at all; and in the cavities of the rocks and some ponds there is tolerably good water. There are 14 or 15 of them, or perhaps more; some of which are 7 or 8 leagues long, and 3 or 4 broad.

But there are some others more to the westward, that are 9 or 10 leagues long, and 6 or 7 broad, and well watered with rivers and brooks. These produce several useful vegetables. At these islands there is no rain from May to August inclusive; but the sea breezes both by day and night cool the air, so that the heats are much less excessive than at other places under the Equator. From November to January inclusive, these seas are subject to violent tempests of thunder and lightning. The adjacent sea abounds with sharks, as well as land and sea tortoises; but the trunk-turtle and logger-head, which are two of the four species of sea tortoise, are bad, and the hawks-bill turtle frequently causes purging and vomiting. The green turtle, which is highly delicious, will weigh from 280 to 300 lb.

The central part of these islands is about 200 leagues to the W. of the coast of Peru; but the easternmost island is not more distant than 163 leagues. See

ALBANY Bay, on James's Island, or St. Marcos.

GALLIPOLI or **GALIPOLI**, which see. **Cape GALLO** on the island of Sicily in the Mediterranean, is at the extreme N. W. point of the island, about 3 or 4 leagues from Palermo, and 13 leagues at E. N. E. from Trapano. It may be called, perhaps, more properly the N. W. point of the bay of Palermo, as the coast does not trend away so very much southerly towards Trapano, but it may still be considered as the N. side of the island. It lies about S. S. E. 17 leagues from the solitary island of Ustica, sometimes comprehended under the general name of the Lipari Islands, and is a very full headland, so as to be readily known in coming from the northward.

GALLO, is a town of Ancona in Italy, from which it is near 5 leagues to the S. in lat. 43 deg. 41 min. N. and long. 14 deg. 36 min. E.

GALLO Island, on the coast of Peru in South America, in lat. 3 deg. 12 min. N. but other accounts, with a greater appearance of truth, lay it down in lat. 2 deg. 25 min. N. and some in 2 deg. 40 min. N. and long. 79 deg. 35 min. W. is to the S. W. from Bonaventura Bay. It is small and uninhabited, about 3 leagues from the mouth of the River Tomaco, and 4 and a half from a small Indian village so called. It is 25 leagues to the S. W. from Gorgonia Island.

This island is not so high as the headland of Barbacos, nor is it above a league from the main. Ships may come to an anchor on the N. E. side of this island, and if they have occasion may supply themselves with topmasts and yards. There is not quite 5 fathoms water here, yet a ship may go in with safety, as it is clean all the way with a sandy shore, so that a ship may be laid dry on the beach, if there should be occasion. Wooding and watering may be performed at pleasure. In coming from the northward towards this coast, there is no high land near the sea all the way, except the Morro or headland of Barbacos and this island. All the rest of the country is low and flat, and in the rainy season much overflowed by the freshes. In plying upon a wind to make the coast, come not within 3 leagues of the shore, even with a large wind, nor into less than 15 fathoms water; if a ship is nearer, or has less depth, she must haul off again, as she will be in great danger of running aground,

aground, at a time when it is little expected. From hence to the Island Gorgona along the coast to the eastward is 24 leagues; the small island of Gorgonilla is to the S. W.

GALLOPER, a sand well known to seamen who navigate through the Downs and the narrow seas, is about 7 or 8 leagues, at N. E. half E. from the N. Foreland to its S. end. It extends about 7 or 8 miles in the direction of N. by E. half E. and has but 11 or 12 feet water on its S. end, but towards the N. end 5 or 6 fathoms. The general depth off the S. end is 18 or 20 fathoms, and 17 or 18 fathoms off the N. end of this sand. Its S. end is about 3 leagues at N. by E. half E. from the N. end of the Falls.

Mull of GALLOWAY, is the narrow part of the sea between the S. W. point of Scotland, and the N. E. coast of Ireland. Perhaps it may be more particularly limited to the passage out of the strait to the southward, round which the coast forms Glenluce Bay and Wigton Bay on the S. coast of Scotland, on the larboard side, and runs on eastward northerly to Solway Frith. The flood tide sets here from N. N. W. to S. S. E. in the direction of the strait, towards the Isle of Man, where the two floods meet each other, as we have already mentioned under **CARLINGFORD**. It is in lat. 54 deg. 39 min. N. and long. 5 deg. 5 min. W. and has high water on full and change days at 11 o'clock.

GALLY, or DUNDEY Head, is on the S. coast of Ireland, and forms the western point of Clonekilly Bay and the eastern point of Ross Bay to the eastward of Castlehaven. It is in lat. 51 deg. 14 min. N. and long. 9 deg. 14 min. W. and projects with a point a good way out to seaward, so as to form a pretty deep bay on each side of it.

GALMES Island on the W. coast of Africa, which lies in the fairway of ships running from the islands of Cuja, between which and Point Baluma is the channel there pointed out in the direction of S. by W. Between this island and the point there will be found a great rippling and whelming of the water, which seem to indicate that there is a shoal; but there is sufficient depth, and no cause of apprehension of danger on that account, being only occasioned by the thwarting or crossing of the currents.

Ships that come to anchor on any part of this coast, should be particularly careful to find clean ground, and not to come too near the land, from the danger to be apprehended by running on shore. See **BALUMA** and **CUJA**.

GALWAY Bay, on the W. coast of Ireland, is denominated from the town so called near its N. eastern extremity at the bottom of it. The S. islands of Arran are its barrier on the S. between which there are channels or passages into the bay from the S. as well as by the N. passage on the W. On the N. coast of this bay the main land irregularly runs out far to the W. by which this spacious bay is well secured against the effects of all winds and seas but the W. to which it is open. But this inconvenience is remedied by the numerous lesser bays, which are met with on both coasts, so that a ship may get into perfect security within this sound or bay, on every occasion and in any wind. Under the names of **ARRAN**, **St. GREGORY's**, and **KILKENNY**, will be found directions for going into this extensive bay by the several channels or passages. Under the head of **FALSE Passage** also will be found some instructions for going through from the southward into the bay, or on the contrary for turning out of it, between **St. Gregory's** and **Little Arran Islands**. In this bay, the time of high water at full and change is at 3 o'clock. The harbour of Galway is defended by a fort, and carries on a good trade into foreign parts. The town is in lat. 53 deg. 10 min. N. and long. 9 deg. 50 min. W.

De GAMA, in the Indian Ocean, is an island that is situated in lat. 2 deg. 20 min. S. and long. 74 deg. 10 min. E.

GAMAROLA Island, on the N. coast of Africa, is situated in the Mediterranean, at the distance of 2 miles only from the main, to the E. from Cape Farina. It is a low and flat island so as scarcely to be out of the water. It lies very near the cape, in the fairway to Cape Carthage; but ships will pass to the N. of it that are bound round Cape Bona. See **FARINA**.

GAMBIA River, is a large river on the W. coast of Africa, which is generally supposed to be a branch of the River Niger that also falls into the western ocean. It is navigable for sloops for 600 miles, according to the report of some English

English factors who have gone up so far in quest of gold, but without success.

This river, where broadest, is about 3 leagues across; and at Joar, which is above 50 leagues up, it is a mile in width, with a sufficient depth for a 40 gun ship. Barraconda is 500 miles from the mouth, to which ships of 150 tons can go up, whither there is a depth of 11 fathoms to 4 and a half; but the highest factory is at Fatadinda, which is 20 miles below Barraconda, and where the river is as broad as the Thames at Tilbury Fort. James Island, on which the fort stands, is about 10 leagues from the mouth of the river. The season for going up this river is from December till June; as this river, the Senegal, and Sierra Leone Rivers all overflow their banks like the Nile, and much about the same season of the year, and it is not improbable that these inundations all proceed from the same general cause.

At the mouth of this river, the land is low, but becomes rocky and mountainous, on advancing farther up into the country, where it is also covered with woods. On the banks of the river are many towns, which are inhabited by people of several nations. Some of these are of an olive colour, and are known by the name of Pholeys; these live in the manner of Arabs, whose language they speak, and are Mahometans, as are most of the negroes to the N. of the river, those to the S. of it being mere Pagans. The chief trade with the natives consists in gold, slaves, elephant's teeth, bees wax, and some gum.

The difference between high and low water on this coast from Senegal hither, is never more than two feet and a half; but for two days before and after the new and full moon the waters are driven more impetuously upon the coast, and especially about the equinoxes. This occasions a very great surf, but adds nothing to the tide. The mouth of this river is in lat. 13 deg. 28 min N. and long. 16 deg. 20 min. W. There are accounts which state it to be in lat. 13 deg. 0 min. N. and long. 14 deg. 58 min. W. of which we think it our duty to apprise our readers.

In approaching towards the River Gambia, it must be observed that the ground becomes a muddy sand, which is a token for knowing that a ship is right on with the mouth of that river. At the

E. cape of the river, called Cape St. Mary, it is full of red shells. To go clear of shoals, and the southernmost land or bank of the river, steer S. W. by W. and W. S. W. or, if you can, even due W. till the ship is in deeper water; as by standing to the W. it increases its depth from 5 to 12 and even 24 fathoms, and about 16 leagues off to W. N. W. there is 38 fathoms. In coming from the northward, come no nearer than 10 fathoms to the river's mouth, till Cape St. Mary appears in sight; for on the N. side the ground is so exceedingly steep, that if a ship comes to 9 fathoms she will be immediately aground. See *Cape St. MARY*.

GAMBLE Sand, at the entrance into Hartlepool, on the coast of Durham, between the Tees Mouth and Sunderland. This will be avoided, by keeping as near to the pier as possible. See *HARTLEPOOL*.

GAMBOA River, on the W. coast of Africa, is one of those places on the coast to the S. E. from Sierra Leone, of which this is one of the largest. It is navigable for small craft to the distance of 30 or 40 miles within land, as far as to an Indian town called Rancho. To go up hither, a pilot may be had at the factory house on St. Anne's Island, or at Sherboro.

GAMERON. See GOMBRON.

GAMO Island in the Indian Ocean, is in lat. 3 deg. 5 min. S. and long. 77 deg. 25 min. E.

GANDIA is a sea port of Spain, in Valencia, in the Mediterranean, and about 18 leagues to the northward of Alicante; and is situated in lat. 39 deg. 6 min. N. and long. 20 min. E.

GANDO is a port of the island of Grand Canary in the Atlantic Ocean, on the S. E. side. It is secure against all winds but the S. and has plenty of water and other refreshments.

GANGES River, is a large and celebrated river of India, which takes its rise in the mountains bordering upon Little Thibet, in lat. 35 deg. 45 min. N. and long. 96 deg. E. After crossing several kingdoms, it runs from N. to S. and falls into the bay of Bengal by several mouths. Its waters are lowest about April and May, and increase to the highest before the end of September, overflowing annually like the Nile, the Gambia, Senegal, and other rivers of Africa, and

and most probably from the very same cause. The kingdom of Bengal is hereby rendered as fertile and productive of the necessaries of life as the country called the Delta in Egypt, which is encompassed by the Nile. The water of the Ganges is held in the greatest veneration by the native inhabitants of the country; and a great number of pilgrims visit it annually from every part of India. On this river the English have several settlements.

It would form a very curious article, though not immediately or absolutely necessary to this work, yet certainly having a great connection with it, to give a full account of this wonderful river from its source, and more especially to account for the various alterations to which it is continually subject in the flat country, and near to the sea. But we must content ourselves with observing that this has been communicated to the public in another way, and in a very rational and philosophical manner, by James Rennell, Esq. F. R. S. and therefore is unnecessary in this place, as not immediately essential to the purposes of navigation.

But we shall here insert a summary account of this wonderful river, so far as it directly relates to our plan, and to the European settlements on its banks. The point called False Point, which is situated to the S. W. from the westernmost mouth of the Ganges, is in lat. 20 deg. 22 min. N. and long. 87 deg. 5 min. E. from whence to Point Palmiers is a bay to the N. E. this point being in lat. 20 deg. 48 min. N. and long. 87 deg. 18 min. E. A semicircular bay, into which some rivers and streams discharge their waters, extends from this point to the mouth of a large river or branch, up which, on the W. side, Pipeley is situated. This was once a place of good trade, but is now only inhabited by fishermen; for the English and Dutch have long since both withdrawn their factories from it. The same fate attended the two neighbouring islands of Ingeli and Cajori, which are also situated on the W. side of the river, when the factories were removed to Hughly and Colicota, which is considerably up the Little Ganges or Hughly. Calcutta is the first place of note up this river, which runs nearly in the direction of N. and S. Sagor Island, which is within the eastern point of the river's mouth, is

in lat. 21 deg. 30 min. N. and long. 88 deg. 14 min. E. Bankshal, which belongs to the Dutch, is above Calcutta; and here their ships ride, when the current prevents their getting up farther. Hughly Island is in the middle of this river, and also Cock Island; and Ragafula, which is a place famous for cotton, cloth, or silk romals, or handkerchiefs, is on the eastern shore, opposite to the N. E. point of Hughly Island. Pontjelli is higher up on the same side, after passing Hughly Point. Tanna is 15 miles farther up, and on the western shore. On the E. side about 3 miles higher is Gombendipur, where is a little pyramid for a land-mark to determine the bounds of Colicota or Fort William on that side, which is about 3 miles still higher. Chandernagore and Hughly are higher up on the W. side, and Shinshura on the E. There are docks for careening and repairing ships opposite to Fort William.

On the river's side Barnagor is the next village above Colicota; this is a Dutch factory. Digam, the Danish factory, at the distance of four miles below Hughly, on the W. side, was deserted through poverty. Chandernagore, on the same side, was a French factory, and nearer to Hughly; but Shinshura, which is a mile and a half higher, and is near a mile square, belongs to the Dutch. Hughly reaches 2 miles along the river's side from Shinshura to Bandel. To this place all foreign goods are brought for importation, and the exports of the whole produce of Bengal are sent from hence. But the English and Dutch have factories also at Casimbazar, which is a large town, at the distance of 100 miles above Hughly, and surrounded by a very fertile country. Above that is Mofcadabad. Rajimohol, near the place where the two branches of the Ganges separate, is 70 or 80 miles still higher up the river, which trends to N. N. W. This was formerly the principal trading place of the Ganges, but Dacca, on the eastern branch of the Ganges, which is about 70 or 80 miles from its mouth, and the largest town of Bengal, is now the residence of the governor. Provisions of all sorts are here very plentiful and cheap; and silk and cotton cloths are also to be purchased very good, and at a low price. Both the English and French heretofore had factories here. Chatigam, which is on the eastern confines of the Mogul's dominions,

nions, and 100 miles below Dacca, has a very good harbour, but is now very little resorted to.

The island of Sundiva, which is about 4 leagues from the continent, off the mouth of the eastern branch of the Ganges is about 60 miles in circumference. It serves to shelter small ships from the raging seas, and the winds of the S.W. monsoons. Provisions may be purchased here for a trifle.

Those islands which are contiguous to the sea, and are formed by the mouths of the Ganges, afford the most beautiful prospect in the world. But they are quite forsaken, and only serve as a retreat for tygers, which will sometimes swim from one island to another; so that it is very dangerous to land in them, or to fasten a boat to the shore in the night. Gazels, hogs, and fowls, are also wild in them.

It may be sufficient to add, that the Ganges traverses a space of more than 2000 miles from its source to its influx into the bay of Bengal; for it wanders about 750 miles through the mountainous regions as far as to Hurdwar or Hurdor, in lat. 30 deg. N. where it gushes out through an opening in the mountains, and from thence flows with a smooth navigable stream through delightful plains during the remainder of its course of about 1350 miles to the sea. By this means, it diffuses plenty immediately, in its living productions, and enriches the adjacent lands from the easy transport of whatever is necessary for the productions of its borders.

After the Ganges has passed the mountainous country, it receives no less than 11 rivers in its course through the plains of Hindostan, of which some are not inferior to the Rhine, and none of them smaller than the Thames. It has many others also of inferior note.

GANJUM, on the coast of India, is in lat. 19 deg. 18 min. N. and long. 85 deg. 27 min. E. on the western shore of the bay of Bengal.

Great GANNELY Island, one of the Scilly Islands so called, which is a mark, with Gannick Island, for sailing into Broad Sound from the westward, by keeping them open and shut of St. Mary's Island. This direction, on the point of N. E. by E. will run a ship right in amongst some frightful rocks; but before a ship has got this length, she should throw out a signal for a pilot, as the marks are very difficult to be known,

GANNICK Island. See GANNELY.

GANNET Island, is a small island in the direction of S. W. half W. from Woody Head on the coast of the northern island of New Zealand in the South Pacific Ocean. The head is in lat. 37 deg. 43 min. S. and about 175 deg. 25 min. of E. long.

GANTE Bay, on the coast of Labrador or New Britain, is at S. by W. from Steel Point, round Cape Grimington, which is westward from E. Island. It runs up to the N. W. so as to form a deep bay, in lat. 57 deg. 30 min. N.

Point GARACHINA, on the S. side of Panama Bay, on the W. coast of New Mexico, is pretty high land, and the W. side of the mouth of Sambo River; but it is low and swampy towards the river. The mouth of it opens to the N. but the coast trends away N. E. to the gulf of St. Michael, which is formed by the outlet of Santa Maria River, Congo River, and some others, with the Gold River, so called from the gold dust found in it. From hence to Cape Mala it is due W. and the two points form the mouth of the bay or gulf of Panama; and to Cape Lorenzo it is about 20 leagues at N. by E. the bay or gulf of St. Michael being between them. It is 7 leagues to the westward from Port Pinas, and its lat. is 7 deg. 20 min. N.

GARAJOA Point or Cape, on the S. W. coast of Africa, in the gulf of Guinea. See GAYARA.

Cape GARAPO, is about 2 leagues to the southward from Antibes on the S. E. coast of France, in the neighbourhood of Nice. There is a light-house on the cape, and under it a fine clear sandy bay, where ships may ride well in 8 fathoms free from easterly winds. The lat. must be about 43 deg. 31 min. N. and long. 7 deg. 3 min. E.

GARBUGE, is the N. W. point of the island of Candia, to the southward of the Grecian Sea or Archipelago, near Cape Bufa, and nearly due S. from Serigollo Island.

Pesquerio de Don GARCIA, or *Don GARCIA's Fishery*, on the W. coast of New Mexico, is to the S. E. from Acapulco about 15 leagues, and towards the N. W. from Escondido Port 30 leagues. All the way between these last mentioned places the land consists of vales and open strands, without any harbour. There are two small rocks near these fisheries, and

and a fresh water river, and the place is for the most part very still; but when the sea swells with an easterly wind, it is very boisterous.

Diego GARCIA, an island so called in the Indian Ocean, about E. N. E. from the N. point of Madagascar Island, in lat. 7 deg. 42 min. N. and long. 74 deg. 58 min. E.

GARDINER'S Bay, near the S. E. part of Gardiner's Island, off the coast of Connecticut in North America, and at the E. end of Long Island, in the bay between Oyster Point and Montack Point.

GARDINER'S Island, at the E. end of Long Island, to the S. of New York and Connecticut, is about 5 miles in length from N. to S. and about 1 and 1 half in breadth from E. to W.

GARDOUR Point, is the point of land which forms the S. limit of the Maumunson Passage, of which the S. end of Oleron Island forms the N. side. This passage lies in at E. by S. close along this point, and then bears E. by N. for the opening of the River Seudre. The island of Oleron lies off the W. coast of France to the W. of Rochelle and Rochefort.

GARIAH or GERIAH, is a town and port on the Malabar Coast of India. There is from 5 and a half to 4 fathoms water from the W. entrance of the harbour till a ship is within the fort, which stands on a neck of land on the S. forming a peninsula. It is said to be only 12 hours sail from Bombay, and is one of the best harbours upon the coast, where the tide rises and falls as regularly as in the River Thames. But we have accounts of it which state it to be 295 miles from Bombay, in the direction of S. by E. and at the same time making it to be in lat. 17 deg. 59 min. N. and long. 73 deg. 8 min. E. We however strongly suspect that in the distance from Bombay there must be some very gross mistake, as they cannot be more than about 195 miles from each other, the situation of Gariah being in lat. about 16 deg. 30 min. N. and 73 deg. 45 min. E. long. according to the best authorities we have been able to procure. It is now called **GHERIAH**, and was the principal port belonging to the famous pirate Angria.

GARNISH Point. See **BALLYDONAGAN**.

GARONNE, anciently called **GARUMNA**, is a river of France which rises in the Pyrenean mountains, and runs on to the N. W. It passes by Thoulouse in

its passage, and becomes navigable near Muret, receiving several rivers in its way. After its union with the Dordogne near Bec d'Ambes, it takes the name of Garonne, and near Cordovan Tower falls through two channels, the Pas de Anes and the Pas de Grave, into the Atlantic Ocean. The lat. of the mouth of this river is 45 deg. 30 min. N. and long. 1 deg. 5 min. W. and it is high water on full and change days at 3 o'clock. The tides flow up this river as far as to Langon and St. Macaire, which are above 30 French miles from its mouth, and 29 above Bourdeaux. See **BOURDEAUX**.

GARONNE Road, is a bay or place of anchorage, on the N. shore, to the E. of the outer or great road of Toulon on the S. coast of France, in the Mediterranean. It is sheltered by a point of land on its E. which runs due S. and has St. Margaret's Castle as a protection on the W. and to the W. S. W. from that is Cape Brun or Brown Cape, which may be called the N. limit or entrance to the Great Road of Toulon already mentioned.

GARRICHICA Road, on the N. W. side of the island of Teneriffe, one of the Canary Islands in the Atlantic Ocean. It is 8 or 9 leagues at W. S. W. or S. W. by W. from the N. E. point of Point Nago. To anchor before it, run to the westward of the rock on which is the cross called the Lion, so as to bring it at S. E. by E. or S. E. when a ship will be right before the town, into which, right on the street, persons on board may see through the cloister of St. Dominic. There is clean ground in 36 or 40 fathoms, and the Peak will then lie over the W. of the town. Nearer to the land or the rocks than from 25 to 36 fathoms it is not clean, and towards the reef of Lapani to the westward it is all foul ground. It is a very dangerous road, and every one that comes to an anchor here ought to be very well prepared with their anchors, cables, and sails, and extremely careful and attentive, so that they may be ready to shift into some better situation as soon as it threatens to blow a storm.

But there is also a small haven before Garrichica, where a few ships may lie; but it cannot be entered without a pilot. There is a rock under water on the W. side of this haven's mouth, but the sea always breaks upon it. Ships may anchor within the haven in 5 or 6 fathoms, and

and must bring out two anchors a-head to seaward, with a cable upon the rocks; and they must also anchor out at the stern on the land, so that ships cannot wind or swing about, as the ground there is foul. Besides this, the cables must also be kept upright with buoys and casks, that they may not touch the ground, and be in danger of being cut by the rocks.

This haven may be visited in summer, when it is usually good and temperate weather. In winter, on the contrary, it is by no means advisable to come near it, for a ground sea comes running in so strong sometimes from the N. W. that it is not possible to hold a ship if she had 10 anchors out.

GARSAY Island, one of the Orkneys to the northward of Scotland, is to the northward of Kirkwall or Moonos Bay, between which there are several sunken rocks; and a pilot is necessary even to move here.

Diego GARSICA Island, in the Indian Ocean, is in lat. 7 deg. 42 min. S. and long. 74 deg. 58 min. E.

GARSHEAD, is about 9 leagues to the N. E. and N. E. by E. from Coslin, on the coast of Pomerania, and on the S. coast of the Baltic Sea, and not far from Rugenwold on the river Wipper. The land from thence turns more to the E. for 21 leagues to Roshead, between which there is no place of note, nor any port for great ships. Colberg is but 3 leagues to the W. S. W. from Coslin, or 12 leagues from Garshead.

GARWAY, is a town on the W. coast of Africa, situated to the westward of Cape Palmas. It is known by a small hill, and 7 or 8 trees upon it just on the strand; off the shore also there lies a great rock, upon which the sea breaks with great violence near a league from land. To come to an anchor, bring the palm trees on the hill to bear N. by E. or N. N. E. and the steep point at N. by E. when ships may ride in from 20 to 21 fathoms about a league from the shore. To the eastward of Garway River is a great reef at near 3 leagues, and about a league and a half off Cape Palmas. See **Cape PALMAS**.

GASKETS, the same with **CASKETS**, which see.

GASPE or **GACHEPE** Bay, on the W. coast of the gulf of St. Lawrence, or the main continent of Nova Scotia, is to the S. of Cape Rosieres. Those who make

the mouth of the river St. Lawrence to be 40 leagues in breadth, probably measure or calculate the distance from this bay; while those who account it but 30 may be supposed to make their estimate from Cape Rosieres. The Pierced Island, which is a rock, is above this bay; it is known at sea by the flat mountain, called Roland's Table, that shews off at sea over several others. This bay affords a deep and good harbour. It is in lat. 48 deg. 46 min. N. and long. 63 deg. 36 min. W. and has high water on full and change days at half past one o'clock.

GASPE Island, in the gulf of St. Lawrence, of which the bay and harbour is perhaps the largest, safest, and most commodious for a fishery of any under the government of Quebec. It has a purer air, and is less subject to fogs than either the island of Cape Breton or St. John's. Besides this, it has a greater abundance of fish about it, which are caught and cured with more ease than at either of those two islands. It is also a very convenient place for ships to refresh at. A large extent of coast is known by this name, from Cape Rosieres to another promontory which lies opposite to the island of Cape Breton, a space of 110 leagues, and stretching much farther inland. There is a sort of island below the bay of Gaspe, which really is nothing more than a steep rock, of about 25 or 30 fathoms in length, 8 or 10 in height, and about 4 in breadth. It appears like the point or slope of an old wall, and is said formerly to have been joined to Mount Joli on the continent. This rock has an opening in the middle in the form of an arch, through which a chaloupe or shallop may pass under sail, and is the pierced rock mentioned in the preceding article.

East GAT, is a channel so called, about W. N. W. from the island of Walcheren, between the Caloo Sand and the Querns Flat. It has only from 4 to 5 fathoms water. To sail in or out by it, bring W. Chapel on the island to the northernmost pier of Walcheren, which is easily known, and that is the mark for going out or coming in.

GATA or **GAETA** Cape, in the island of Cyprus, is a projecting point of land which runs out due S. It is so very remarkable, that we need only add, for the information of our readers, that it is situated in lat. 34 deg. 30 min. N. and long. 33 deg. 5 min. E.

It is 11 leagues from Cape Baffa, which is the N. W. angle, in the direction of S. E. by E. between which nearly at midway is Cape Blanco. Cape de Gata is low and flat, and can be seen but to a little distance, and by its running out so far into the sea, has at first the appearance of an island, that stands half a league from the principal island. To the eastward from this cape about 5 leagues there is a fair bay, with good anchorage in from 7 to 10 fathoms, and good ground, in the direction of N. by E. and then N. E. by E. See LIME-SOLE.

GATARIA or **COUNIX**. See **COUNIX**.

GATEHOLM Island, is a small island very near the shore, at the bottom of a shallow bay between St. Bride's Bay on the coast of Pembrokehire, and the W. point of Milford Haven. That bay is called the W. Dale, but the coast is rocky and dangerous for ships; and as there can be no need for them to go there, it is sufficient to mention it, in order to avoid it. Mildan Island and Scaline Island lie off the point at N. W. and Stockholm Island at W. S. W. from it.

GATH Island, is one of the small islands of the Bermudas or Summer Islands, in the N. Atlantic Ocean, having Ireland Island on the N. E. the outermost end of which is connected with Spanish Point by a chain of rocks, which none but pilots can attempt to pass, so as to run to the S. W. into Great Sound.

GATON, is a town on the E. side of the river Benin on the W. coast of Africa, sometimes also called Benin, which is the capital of the country, and the residence of their King. It is about 13 leagues above the city of Arguna; to which our shallops go up freely, and the channel is good. See **BENIN**.

GATTARIA, at the distance of seven leagues from St. John de Luz, which is in the very bight of the bay of Biscay, is to the westward. It is a round sandy bay, and good ground, and safe from westerly winds. It is sometimes called King's Haven. It is to the E. of Cape Machicaco, and between them is Deva, at the distance of 4 leagues W. from Gattaria. It is the same as Gatarea or Counix, already noted.

Cape GATTE, on the coast of Spain, in the Mediterranean, forms the eastern limit of the great bay of Almeria. It is sometimes called Cape de Gates, and is

in lat. 36 deg. 32 min. N. and long. 2 deg. 5 min. W. There is anchorage off the creeks on the W. side of the cape, and also within the bay of Almeria; but there are some rocks at a small distance westward from the S. W. point of the cape, near which is from 5 to 7 fathoms. More northerly there is from 10 to 15 fathoms, with safe anchorage against easterly winds. From this cape to Almazaron is 17 leagues to the N. E. There are some watch towers on the W. coast of the Cape de Gatte.

GATT way of Goldermores, or Goldmores. See **GOLDMORE's** Gat.

GATTO. See **GATA**.

GAUDIN, is a small port of Spain on the coast of the Mediterranean, nearly W. from the island of Yvica, between Denia and Cape Coulbre or Cullora; but it has no good anchorage.

GAULES Point, is in lat. 46 deg. 47 min. N. and long. 55 deg. 45 min. W. on the S. coast of the island of Newfoundland.

GAUTULIO, in the lat. of 15 deg. 20 min. N. is one of the best ports of the W. coast of Mexico. There is a small island on the E. side of the harbour, at about the distance of a mile; but the W. side is the safest for ships, because it affords shelter from the S. W. winds, which are often violent here. The water dashes violently under the bottom of a rock which it has undermined, if it is not since thrown down, and as it is perforated quite through, there is formed a fine jet d'eau in the calmest season. This is a good mark for finding the harbour, which runs in to the N. W. being about a mile broad and 3 miles in depth, at the foot of which is a fine brook of fresh water.

GAURE Point, is the E. point of the haven or port of Lovis, on the W. coast of France, about a league and a half to the N. N. E. from the E. end of the island of Groa, Gray or Grovais. There runs out a ledge of rocks, called the Traverse, from this point. See **Port LOVIS** or **LOUIS**.

Cape GAVAREEA, on the N. E. coast of Asia, is situated in lat. 52 deg. 21 min. N. and about long. 158 deg. 48 min. E. It is 11 leagues nearly due S. from the entrance of Awatka Bay, the coast all the way forming a chain of high and ragged cliffs, which are connected on a nearer approach by low land.

GAVILLE

* **GAVILLE** Island, is contiguous to the island of Cefambre or Sifember, in the fairway, or nearly so, from the island of Jerley to St. Maloes, on the coast of France. It is a mark for sailing into St. Maloes by the western channel for St. Maloes, being close to the S. W. point of Sifember Island. A small tower at E. northerly from St. Maloes must be brought a little open of the S. point of this island, so as to bear about E. by S. which will lead a ship through between the point and the Traversine Shoal on the starboard, which lies between the point and Savate Island.

GAYARA Point, on the S. W. coast of Africa, is to the northward of the river Campo in the gulf of Guinea, sometimes called Point Garajoa. It is to the S. E. from the island Fernand Po, which lies off to the W. from the mouth of the river Camarones. It is in lat. 2 deg. 40 min. N. and long. 11 deg. 20 min. E. There is very good ground on the N. side of this point, between it and the S. side of an island called Pan Navia, within which is a bight of the same name. Between the island and this point is a foot strand; but ships may pass seaward of the island, taking care of a sand called the Sturre, which is not far distant, and is very steep. In this course there is 15 fathoms.

St. GAWEN's Point, on the coast of Wales, is 4 leagues to the westward of the island of Cally, and the most southerly land of Pembrokehire and of South Wales. It is sometimes called the White Point, to the westward from which about a league is Lenny Point, otherwise called St. Patrick. See **GÖMEN** and **GOVEN**.

GAYETE Port, on the coast of Italy, is the same as **GAETA**, already mentioned, which see.

GEER Bank, is that bank of the Flemish coast which lies nearest to the land, between Nieuport and Ostend. Within this, nearer to the land, there goes through a channel of 8, 9, or 10 fathoms in depth. Of these, the second is called Boomland, or Laland; between which and the Geer is a channel through of 8 and 9 fathoms water.

Cape GEER, on the N. W. coast of Africa, is 50 leagues at S. S. W. from Cape Cantin, and about 8 leagues to the southward from Cape Taffalana. It is in lat. 30 deg. 30 min. N. and long. 10 deg. 13 min. W. It is a remarkable point of land, which appears from the

northward to be lower than the main land, and to the southward it lies flat with the sea, and yet can be seen to the distance of 3 or 4 leagues. About four leagues to the northward of it, within land, there is a high hummock, that can be seen to a much greater distance. The land is high to the northward of the cape, but no land can be seen to the southward of it, even when a ship is as near the cape as she can approach. A great reef also runs out from the N. side of the cape a great way into the sea, so as to prevent ships from coming very near the cape; and in coming from the northward ships must stand off to sea, and go about it. After this the course to St. Cruz is 7 or 8 leagues to the S. E. by E. and S. E.

GEER Rock, is a rock so called, about half a mile to the S. of Penzance Pier, near the Land's End, and on the S. coast of Cornwall, at the bottom of Mount's Bay, which is covered with the sea at 2 hours flood, and therefore requires particularly to be regarded.

GEEST Sand, on the coast of Holland, from which a tail stretches out towards the point of the Helder; to avoid which it is necessary to run along close by the Helder, and leave the buoy which is upon it on the larboard side. When a ship is past the Helder, it may either go away N. E. easterly, or along by the Texel Island, in from 8 to 9 fathoms to the Capeveader's Road.

GEFLE. See **GIAWLF**.

GELLA Strait, between the Baltic and the lake of Franken, on which Stralsund is situated. See **STRALSUND**.

GENAREA Gulf, on the island of Corfica, is on the N. side of Mount Rosa. It is much the same, with respect to its convenience of good anchorage, as the gulf of Ajazzio; but there are some rocks that lie out to sea about the distance of a league, which must be avoided, and are about 8 leagues from Mount Rosa towards the bay of Alan, and at N. by W. from the S. part of it. These are situated on the W. side of the island.

Port GENERAL, is about 12 leagues from Copiapo, in the direction of N. by E. on the coast of Chili, in lat. about 25 deg. 40 min. S. on the S. Pacific Ocean. There is a clean strand and good anchorage all the way between, and there is a small island in the mouth of the bay, which adds considerably to the safety of ships that ride there, by breaking off the force of the N. W. winds, which blow here

here very strong. It is a very good road, and the ground is a hard sand; but there is no good water to be got, a misfortune to be regretted in many other good harbours on this coast.

GENES, a name sometimes used for Genoa. See GENOA.

GENEVA, which is a city of Savoy, and the capital of the territory of the same name, is situated on the river Rhone, at the W. extremity of the lake of that denomination, about 60 miles to the N. E. of Lyons. It would not have been entitled to a place in this work, on account of its being so far inland, but for its contiguity to this famous lake, which is 60 miles long and about 12 in breadth. The inhabitants of the city have a good foreign trade, and have several manufactures, especially in gold and silver lace, silks, &c.

GENICHI Bay, situated to the E. of the inlets into the Gnilye Sea, in the N. W. part of the sea of Azoph, is so called from a place of that name near the bottom of the bay on the W. side. Cape Feodotowa is the E. point of the bay, from whence the coast trends to the N. N. E. nearly to another bay.

GENOA, the capital and seat of the Republic so called, on the N. coast of the Mediterranean, rises gradually from the sea to the top of a hill, so as to appear to ships approaching it like an amphitheatre. There is a light-house on the shore, at the end of one of the walls which on the land side surround the city. It has a large and deep harbour, but is exposed to the S. and W. winds, though it has a mole on the right and left side of its entrance, for the security of their galleys and small vessels. Round Genoa the soil is barren, so as to induce them to keep in their magazines two or three years provisions of corn, wine, oil, &c. which are sold out to the people at reasonable prices in times of scarcity. It is in lat. 44 deg. 25 min. N. and long. 8 deg. 36 min. E. at the very bottom of the gulf of Genoa, and the most northerly part of the coast of the Mediterranean.

It has been observed that the harbour is not very safe, though large, on account of its being exposed to the S. winds, and that the entrance would be too narrow, if it should be contracted farther to add to its security, and consequently this would prove injurious and detrimental to the city. The whole length of the Mole, near 40 years ago, was 700 paces, and it

was then proposed to extend it 200 paces farther; and the New Mole projects 774 common paces into the sea, and is defended with huge fragments of rocks. The breadth of the Mole is 13 paces, and it is 15 feet above the level of the water. As the sea here is very deep, the sum expended on it must have been immense. This new Mole is near the light-house, which is situated on a rock, and raised to the height of 450 feet, having on the top 32 lights every night for the direction of ships that sail by that coast. But a different account says, that it is ascended by 166 steps, that 36 lights are hung out on the top towards the sea, and that an addition is made to these when a number of ships or any fleet is known to be in those seas. A ball is hung out on discovering one ship, and for each one till the number amounts to five, for which they have a ball and a flag. If a merchantman, on coming into the harbour, salutes a ship of war, it is returned with two guns less; and it has been observed that the French fire very hastily, but that the English are about half a minute between each gun.

To go into the port, keep the fairway, at mid-channel between the W. Head of the Mole and the light-house. But the head on which the latter stands is all rocks and foul a little way off, so that in going in, it must have a small birth. There is a clean entrance and water enough; and when a ship is in, she may ride secure with two cables off in the harbour, and two cables ashore. To the S. E. of Genoa, in the direction of the coast, the Levant winds have no ill effect, as they have on the opposite coast of N. E. from Hieres Island to Genoa.

GENOESE Road, on the S. side of the peninsula, which forms the great road of Toulon on the S. to the W. of Cape Monegus. This forms the eastern point or limit, and round a point westward, is St. Elmes road, where is anchorage in 8 or 9 fathoms in a small bight of the coast, the land from hence trending off to S. S. W. From this last road is the narrowest part of the isthmus.

GEORGE'S Bay, on the N. W. coast of Newfoundland, is about 24 leagues to the N. N. W. from Cape Raye, the S. W. point of the whole island. The bay a l'Anquille is between at about 10 leagues from the cape. This bay is pretty deep, and on its N. near the coast is St. George's Island, and the N. entrance

entrance is called Cape St. George. It is 10 or 12 leagues farther from this last cape to the S. entrance of Porta Port.

GEORGE'S Bay, within the westernmost land of the Islands of Bermudas in the Atlantic Ocean, is in the S. W. part of what is called Great Sound, and within some islands in the Sound that run off eastward from the land. This end of those islands is surrounded with a reef of rocks; and though this bay may afford good shelter and security for ships when they are in, it does not seem advisable to attempt going in without a pilot, either from the W. end a little northerly, between the islands or from the N. E. near the middle of the N. side of those islands, as they appear to be connected in a great measure by a chain of rocks.

Cape GEORGE, the N. point of St. George's Bay, on the W. coast of Newfoundland, as noted in the preceding article. It is in lat. 48 deg. 28 min. N. and long. 59 deg. 17 min. W. and the variation of the compass is 20 deg. W.

Cape GEORGE, on the coast of New Holland, or New S. Wales, is in lat. 35 deg. 15 min. S. and long. 150 deg. 55 min. E.

Cape GEORGE, on the coast of Peru, in the S. Pacific Ocean, is 20 leagues to the N. N. E. from Rio Salada, Salt River, otherwise called Our Lady's Bay, which some geographers lay down as the point of demarkation between the coasts of Chili and Peru. The land is mountainous, and ships may anchor under the Morro George, or headland so called in 25 fathoms in perfect security, as there are no dangers but what are visible. It is in lat. 24 deg. 30 min. The place of anchorage is on the S. of the rock, about a mile from shore. From hence to Cape Morrena is 15 leagues, between which there is a great bay, which strangers should be cautioned from entering; because a S. W. wind blows right on the shore, and makes a great sea in the road, and there would be very great difficulty to get out. In clear weather, Cape Morreno can be seen from the mountains over the bay of Our Lady.

Cape GEORGE, in the island of South Georgia, in the S. Atlantic Ocean, is in lat. 54 deg. 17 min. S. and long. 36 deg. 32 min. W.

GEORGE'S Island, one of the islands of the Archipelago. See **St. GEORGE'S Island**.

GEORGE'S Island, on the W. coast of Newfoundland, near the N. part of George's Bay. See **GEORGE'S Bay**.

GEORGE'S Island, in the Harbour of Chebueto, in Nova Scotia, on the continent of North America, is about 6 or 7 furlongs or cables length to the N. of Gull point, at the N. W. part of Cornwallis's Island. It is very small, not being above 3 or 4 furlongs over.

GEORGE'S Island, in the Straits of Maghellan, is about 8 miles to the S. S. E. from the N. end of Elizabeth Island. There is a shoal about midway between them, sometimes called a bank, and said to be 5 or 6 miles at W. S. W. from it; to avoid it, keep near Elizabeth Island till the western shore is but a small distance, and then steer S. safely, till the reef, about 4 miles N. of St. Anne's Point, is in sight. This bank or shoal bears W. S. W. half W. from Cape Porpoise, the S. end of Elizabeth Island at W. N. W. half W. 3 leagues off, the S. end of St. George's Island at N. E. 4 leagues off; and it is in lat. 53 deg. 12 min. S. and long. 71 deg. 20 min. W.

King GEORGE'S Islands, so named by Commodore, afterwards Admiral Byron, are in the S. Pacific Ocean, and situated in lat. 14 deg. 41 min. S. and long. 145 deg. 10 min. W. The variation here, about 30 years since, was 5 deg. E.

King GEORGE'S Island, or **OTAHEITE**. See **OTAHEITE**.

King GEORGE'S Sound, or **NOOTKA**. See **NOOTKA**.

St. GEORGE'S Bay, near the S. E. part of New Ireland, in the S. Pacific Ocean, has Cape St. George for its S. E. by E. point, in lat. about 4 deg. 53 min. S. and long. 153 deg. 9 min. E. English Cove is about 3 or 4 miles distant from it. The variation was 5 deg. 20 min. E. See **ENGLISH Cove**.

Cape St. GEORGE, mentioned under the preceding article. From this Cape to Cape Byron, along the S. W. side of New Ireland, is above 80 leagues. It is only about a league and a half from the Bluff Point which stretches out half a league, and from a safe and secure anchorage in Gower's harbour within that point. Off Cape St. George there is a very small island. This cape is also E. from Cape Buller on the coast of New Britain, and is the most southerly point of New Ireland; from hence the coast trends to N. N. E. to Cape St. Mary, and afterwards N. by E. There are several

veral bays on the W. side of this cape, off some of which are small islands to the N. W. by N.

St. GEORGE's Castle, or *Del Minas*, on the W. coast of Africa, is situated on a small bend or hook of the River Benja. *St. Jago fort* is to the eastward of the castle, where is the road, having 8 fathoms and good riding, about a cable's length and a half distant from the castle. It is about 2 leagues and a half at W. by S. from Cape Corie or Cape Coast.

St. GEORGE's Channel, is that part of the ocean contiguous to Great Britain, which opens from the Scilly Islands on the S. and the S. E. point of Ireland on the N. and up northward between the two lands till it takes the name of the Irish Sea. General directions have been given under the article, *CHANNEL*, for approaching the English coast either from the W. or S. on coming out of the main ocean; from which ships that are bound up *St. George's* channel will receive ample instructions, by attending to the rules laid down for avoiding the Scilly Islands, and ensuring a proper entrance into the English channel. Some confine the name of *St. George's* channel to begin only from the entrance of the narrow sea between the S. E. point of Ireland and *St. David's Head* on the coast of Wales, nearly to the E. from it; in that case, all the sea to the northward of Scilly hither, is called the Bristol channel, but in the former, it is limited to the opening of the Severn Sea between Hartland Point on the S. and *St. Gowan's Point* on the N. In some charts, the whole of the narrow sea between *St. David's Head* and the Mull of Galloway is all called *St. George's Channel*, or the Irish Sea indifferently. Of the tides in this part of the sea, see under *CARLINGFORD*.

St. GEORGE's Channel, along the S. W. coast of New Ireland, not only extends from Cape *St. George* to Cape *Byron*, but from Cape *Byron* 12 leagues farther to *Queen Charlotte's Foreland*, and from thence about 8 leagues to *Portland's Island*. This is about 100 leagues or 300 miles. In some part of this channel, near New Britain, the land seems to affect the needle, as the variation was considerably short of 5 deg. E.

St. GEORGE's Cove or *Creek*, on the S. side of the great road of Toulon, on the coast of France, in the Mediterranean, is to the S. W. from the point of

land to the N. of Cape *Cepet*, which forms the S. E. point of that road. There is 8, 10, and even 15 fathoms off the mouth of it, and within it from 9, to 4, 3, and even 2 fathoms. There is also from 6 to 3 fathoms off the W. entrance, but farther off shore to the N. from 10 to 20 fathoms. Across from this point to *Balaguier Tower* is from 3 to 7 and 9 fathoms, but farther down the bay to the S. W. it shoals to 2 fathoms.

Fort St. GEORGE, on the E. coast or Coromandel coast of India, more usually called *Madras*. See *MADRAS*. Its lat. is 13 deg. 5 min. N. and long. 80 deg. 29 min. E.

St. GEORGE's Gulf, on the N. W. coast of the Mediterranean, is to the N. E. from the Bay of *Sofa*; between it and *Tarragona*, and nearly due N. from the Island of *Yvica*. There is anchorage in a sufficient depth along the coast of the bay almost any where, but it is exposed to the E. and S. E. winds.

St. GEORGE's Gut, on the N. coast easterly of the Island of *St. Christopher's* or *St. Kitt's*, in the W. Indies, is nearly at midway between *Christ Church* to the S. E. and *St. John's Church* to the N. W. both of them near the shore. Between these, parallel to the shore, from off *Christ Church* nearly to *St. John's* is a rocky bank or reef, which is but narrow, and appears to have a channel within it close along shore; but whether there is a sufficient depth of water for ships we cannot positively affirm. This gut is within the reef, at the opening of a considerable river, in which 3 or 4 streams have united their waters. If ships do not want to stop at this gut, which probably may not be a frequent case, they may come out from *Half-Moon Bay*, at the E. end of the reef, and run without it westward till they get *St. John's church* at due W. in from 10 to 12 and 13 fathoms just without the reef, about three quarters of a mile from shore.

St. GEORGE's Island, is a small island so called in the territory of Venice; but as navigation is not much concerned with it, it is unnecessary to take any farther notice of it.

St. GEORGE's Island, commonly called the *Cardinals Hats*, on the western part of the Archipelago Sea, lies in towards Cape *Cokni* and the Gulf of Athens or Eubæan Sea. The lat. is 38 deg. 47 min.

min. N. and long. 25 deg. 7 min. E. It is at S. W. by S. from the Island of Macronisi; and it is easily known by the tops of the hills, which are so formed that the English seamen have given it the name of the Cardinals Hats. There is no road or harbour in or near it, and scarcely any bottom about it. The fairway of the course from Cape St. Angelo to Zea lies close by it; and from the harbour or road of Zea it is W. S. W.

St. GEORGE'S Island, in the Black Sea, is a small island so called lying off the mouth of the Nieper, on the N. side of which mouth Oczakow is situated. It is in lat. 46 deg. 40 min. N. and long. 32 deg. 22 min. E.

St. GEORGE'S Island, is a small island off the mouth of Port Delfyn, in the Island of Scio, on the E. part of the Archipelago, not far from the continent of Asia. To sail into the haven, ships may go close under the island on either side at pleasure. See DELFYN and SCIO.

St. GEORGE'S Island, one of the Azores or western islands, is about 12 leagues in length, and about 3 in breadth. It is mountainous and full of forests, and has its chief town of the same name. There is a small island at the W. end of it, and it has to the southward some dangerous rocks called Rosales, and 2 leagues to the northward of the island is a heap of rocks, called Baxos. The W. point of the island is 8 leagues at N. 42 deg. E. from the road in Fayal Bay, one of those islands so called, and the E. part is 15 leagues at W. half N. from the Island of Terceira. It is in lat. 38 deg. 39 min. N. and long. 28 deg. W.

St. GEORGE'S Island, is one of the two small islands at the entrance of the road of Mozambique, on the E. coast of Africa, both which must be passed, leaving them on the larboard side, to go into the road. Keep in 6 or 7 fathoms, and take great care of the shoals of Cavellara, on which the sea will be seen to break. They are in lat. about 15 deg. 20 min. S.

St. GEORGE'S Islands, off the Port of Goa, within the points of land which form the port, and divide it into two channels; of these, the southernmost is the most open and practicable. They are in lat. 15 deg. 30 min. N.

St. GEORGE'S Island, is one of the Bermudas or Summer Islands, which are situated in the Atlantic Ocean, about 180 or 190 leagues to the E. of Charles town, in S. Carolina, on the continent of North America. Its lat. is 32 deg. 45 min. N. and long. 63 deg. 32 min. W. It is at the N. E. of the groupe so called, and has a projecting point of land on its N. side, which is the most northerly land of all these islands. At the W. end is a channel into Southampton Harbour from the N. and W. which goes in nearly in the direction of E. S. E. till within Coney Island, and then turns more or less southerly as you go in to the eastward or westward of that island. This island lies nearly in the fairway of the entrance. In approaching almost every part of the coast, except near the middle part on the N. side, the sea is more or less scattered with rocks.

St. GEORGE'S Island, one of the islands of St. Bernardo, on the N. coast of S. America, and the outermost of the 3 so called. There is a channel goes in at N. W. between this island, and after passing behind it turns to the N. E. Gilbertus and Gocree are the others.

St. GEORGE'S Island, in the Gulf of Mexico, opposite to the mouth of the Apalachicola River, in Florida, is situated in lat. 29 deg. 30 min. N. and long. 84 deg. 50 min. W.

St. GEORGE'S Key, is a small island of North America, off the coast of Honduras, sometimes also known by the name of Casina or Cayo Casina.

St. GEORGE'S River, on the coast of New Hampshire, in New England, on the continent of North America. It is 2 leagues to the S. W. from Penobscot Bay, and is a mile wide at the mouth, on which is a fort of the same name. Its navigation is obstructed at 2 miles from hence by several falls.

St. GEORGE'S Town, or *GEORGE Town*, is a port at the mouth of the Pedee River, with a good harbour. It is a few leagues up from the mouth, and on the coast of S. Carolina, in North America, on the W. side of that river; and is sometimes called Winyah Harbour, to which there are two inlets, called the N. and S. inlets. The latter of these is best, keeping the S. end of a long and narrow island not far distant on the starboard, as there is a large bank or shoal

shoal on the larboard. If the S. end of this island is got on at W. N. W. or W. by N. this course will lead a ship in to the S. point nearly of the main land. The lat. for opening this harbour will be about 33 deg. 16 min. or 17 min. N. and long. 77 deg. 55 min. W. which is 2 or 3 leagues to the E. from the island, and just without the shoal.

St. GEORGE'S TOWN, in the Bermudas Islands in the North Atlantic Ocean, is in lat. 32 deg. 45 min. N. and long. 63 deg. 35 min. W.

St. GEORGE'S TOWN, the capital of the island of Granada in the West Indies; for an account of which, see GRANADA.

South GEORGIA, a cluster of barren islands so called in the S. Atlantic Ocean, in lat. about 54 deg. 30 min. S. and long. 36 deg. 30 min. W. One of these is said to be between 50 and 60 leagues in length. The several parts of it have been sufficiently explored, and their situations ascertained, which will be noticed under their respective heads.

GERBES, GERBI, or ZERBI Island on the N. coast of Africa, in the Mediterranean, is on the coast of Tunis, in lat. 33 deg. 56 min. N. and long. 10 deg. 30 min. E. It produces no corn, except barley; but it has large quantities of figs, olives, and grapes, which, when dried, form a principal part of their commerce.

GERBI. See *GERBES*.

GERGENTE, in the island of Sicily, is on the S. W. side of that island, and 15 leagues to the S. E. from the point of Mazara. It is sometimes called *Sergento*, and is situated on a high hill, being very beautiful in prospect, over which is seen a strong castle. On the W. of the city is a low square castle under an old white cliff, where there are some small rocks that form a mole, and where the ships load their corn for Malta. From hence to Cape Leacota or Leucate it is 8 leagues to S. E.

GERIAH. See *GARIAH*.

St. Germain's, on the coast of France, is about 3 leagues and a half at E. by S. from the island of Jersey, between which there are several rocks, and especially to the northward. It is 6 leagues due N. from Granville, and about 4 leagues to the S. easterly from Point Carteret. Here is an inlet of the land, where several small rivers discharge their waters; and the coast near the shore is shoal and rocky,

but with a channel between them in the direction of E. by N. and afterwards more northerly till a vessel is within the points of land. In passing along shore from the N. if a ship does not go in here, it is recommended, after getting to the southward of this port, to keep 4 or 5 miles from the shore, as it is full of rocks, islands, and foul grounds, if a ship come nearer to the coast.

GERMAN Rock, at the entrance into Hamoaze, in the port of Plymouth; is about half a cable's length to the eastward of the passage, lying about two ships length from shore, and not having more than 4 feet water upon it at the ebb. On coming near this rock, when a ship is going into Hamoaze, either with the flood or ebb, for in calm weather and little wind the current sets right upon it, give it a good birth till the houses of Fisher's Village open of the eastward point of the passage, and then run over to the N. shore till the island of St. Nicholas; formerly called *Drake's Island*, be shut behind that point. To avoid a sunken rock also that lies off to the eastward, from the N. point of the beach, on the W. side of the passage, half a cable's length off, run at mid-channel into Hamoaze; there are not more than 3 or 4 feet water on the sunken rocks at the ebb.

N. B. These are the old directions for this port. For the new and more authentic information, see under *HAMOAZE* and *PLYMOUTH-DOCK*.

Porto GERÒ, is about 2 leagues due W from the E. point of the island of Mitylene, near the coast of Asia, in the Archipelago, and a very good haven. It lies very fair on the N. side of the channel between Mitylene and the main, and 15 leagues distant at N. E. by N. from the channel between the island of Scio and Argentero. The entrance into the haven is exceedingly narrow; for as the S. point reaches out beyond the N. point, it almost closes up all appearance of a harbour, which can scarcely be perceived till a ship has entered the channel. A pilot will come off, on giving a signal. It is about 9 leagues at N. by E. from Cape Barbornola.

GERTRUYDENBERG, or St. GERTRUYDENBERG, is a city of Brabant in Flanders, with a good harbour formed by the Merwe, which here forms a very considerable lake, called *Bies Bosch*, of about 2 hours passage across to Dort. It

is situated in lat. 52 deg. 44 min. N. and long. 4 deg. 52 min. E.

GESTER Reef, on the S. coast of the entrance into the Baltic, is between Rostock and Robbeness, running off from the land. There is 12 or 13 fathoms in the deepest parts between the Reef and Robbeness; and it is steep also on the side next the reef, but has good soundings towards the shore. From Rostock to the entrance of Straelsund, called the Jette, it is 7 leagues, and to the western point of the island of Dornbush close to Rugen it is a league more. It is 12 leagues also to the N. E. from Wisnar to Gester Reef.

GEVALIA. See **GIAWLIF**.

GHERENTAISS Passé, on the W. coast of France, is a narrow channel, to the westward of a sand which forms two channels between Point la Coubre and the Matelier. This is the westernmost of the two, and lies between the Matelier and the sand-bank. They are all at the entrance into Bourdeaux River.

GHERIAH. See **GARIAH**.

GIANT's Point, in lat. 22 deg. 10 min. N and long. 68 deg. 19 min. E. is the S. point of the gulf of Cutch in the N. E. part of the Arabian Sea.

GIAWLIF, **GEFLE**, or **GEVALIA**, is situated on an angle of the gulf of Bothnia, and a river of the same name at half a mile distance from the sea. It is a good town, and well situated for trade, with a good harbour, and maintains its antiquity and right of staple to be 300 years antecedent to that of Stockholm. It is 55 miles to the N. of Upsal, and 86 N. of Stockholm; and is in lat. 60 deg. 45 min. N. and long. 20 deg. 10 min. E.

GIBALTAR, is a strong town of Spain, at the southern extremity of the continent of Europe, and contiguous to a mountain of the same name, heretofore called Calpe, and supposed in poetical mythology to be one of Hercules's pillars. It derives its present name from Tarick, a general of the Moors, who first built a fortress here, to which he gave the name of Gibel-tarick, which is the same as Mount Tarick. It is not our province to give its history; but we should be culpable in omitting to notice, that it stands on a peninsula, and can only be approached by land over a low and narrow isthmus. This also depends on the peaceable disposition of the Spaniards, who have fortified a line

across it from sea to sea. Many sieges have been laid to it; and it was taken by the English under Sir George Rook in 1704. Since that time, the Spaniards have repeatedly attempted to retake it, but in vain. After a long siege, they miscarried in an attack of it, on the 13th of September 1782, which will ever be memorable in history. The armament by sea, besides a prodigious force on the land side, consisted of floating batteries, supposed to be impregnable, of 212 brass cannon, &c. in ships purposely constructed of from 1400 to 600 tons burthen. But the red-hot balls which were fired from the garrison with incessant fury, gradually found their way through the decks or roofs, and destroyed the whole number of ships, and the greater part of the assailants; those only escaped, who were taken up by the activity and humanity of the English, at the risque of their own lives from the burning of the conquered fleet.

The provisions with which the garrison are supplied partly go from England, but their fresh provisions are imported from Barbary. The town, which is on the E. side of the bay called after its name, is in lat. 36 deg. 5 min. N. and long. 5 deg. 22 min. W.

Bay of GIBALTAR, is that part of the ocean in the neighbourhood of the town so called, which lies on the W. side of the peninsula on which it stands. Little Europa Point is the limit to the E. round which is the passage of the straits of its name into the Mediterranean, which are here about 15 miles in breadth. The limit of the bay to the W. is the point called Cape Carnero to the southward from Old Gibraltar which is on the W. side of the bay. It runs up to the N. keeping the same breadth nearly to the bottom of the bay, having from 40 to 9 or 8 fathoms water, except near the shore almost every where; but there is from 60 to 120 fathoms in the middle of the bay.

Straits of GIBALTAR, or the passage from the Atlantic Ocean to the Mediterranean Sea, deserve particular attention, not only from their important situation, but the peculiarities to which they are subject. For it is in the first place to be observed, that a strong current is always found to run from the ocean eastward into the Mediterranean, the eastern limits of the straits being from Little Europa Point on the N. to Ceuta Point on the coast of Africa on the S. at the

the distance of 5 or 6 leagues, and the western limits are from Cape Trafalgar on the coast of Spain to Cape Spartel on the coast of Barbary, at the distance of 28 or 30 leagues.

The directions for coming into the straits from the westward, are, after having made Cape Trafalgar, and stood in for it pretty near, so as to be round it, and within two leagues of it, run at S. S. E. till Cape Spartel is discovered; after this, a ship may steer away E. and E. by S. so as to get into the fairway of the straits, and make the W. point of the bay of Tangier on the larboard bow. Keep in this offing, and having passed this bay, change the course a point to the N. of E. which will carry a ship quite through the straits, if she does not wish to stop on either coast. It may be necessary, however, to observe, that if a ship sail through in the night, it is best to keep towards the Barbary Shore, because that coast is clean, and free from shoals or reefs; but many parts of the other coast are foul and difficult.

It has been observed, that the time of high water at Tangier on full and change days is about a quarter past two, and that in all other parts of the strait's mouth the flood runs by the coast three hours longer. This, however, is not perhaps so strictly to be relied on; and, therefore, it has been thought expedient to form tables of the tides on the two shores on the different days of the moon's age. The reason of this is, that the current which sets constantly to the eastward in mid-channel does not hold within a league of either shore through any part of the straits, at the nearest distance, and in some parts not within 2 or 3 leagues; that a portion of this, of more or less breadth from half a league to more than a league, in a general parallel to each shore, is subject to regular ebbings and flowings, as on the coasts of the W. part of Europe; and that the remaining part next the respective shores of Spain and Barbary, have a flood tide from the W. but only as far as to Carnero or Cabrita point on the N. side of the strait, and to Apes Hill on the Barbary Shore, where it is met by a flood tide also out of the Mediterranean round the point of Gibraltar from the N. E. and making S. W. for the straits mouth for the first quarter of the flood, after which it sets W. S. W. from Gibraltar or Europa

Point to Cape Carnero, and so on under shore.

It may farther be observed, that at the very height of the flood a race or a current comes from the W. and spreads over the whole passage from shore to shore for about half an hour, but not longer; and when this race begins at about a quarter past 5, according to the age of the moon, the ebb on the W. side of the points of Europa and Carnero at the same instant begins to run to the eastward, nearly in the direction of E. N. E. From Apes Hill to Ceuta on the other shore it also runs along shore for the first half tide; and the remaining half tide it sets E. S. E. into the strait's mouth by the point of Ceuta. The first half ebb also from Europa Point runs away N. E. towards Cape Fangerola.

On the Barbary Shore, the ebb from Cape Spartel to Cape Malabata, which is the E. point of the bay of Tangier, runs about 2 miles broad, and more narrow to the eastward, especially from Alcazar to Apes Hill; but on the other shore it runs 3 miles broad on the W. side of the point.

It will be unnecessary to give the tables of the tides, alluded to above, as the following remarks are sufficient. These tides it must again be repeated, only affect those narrow portions from a league to half a league in breadth, which are on each side of the mid-channel; and therefore we again caution our readers against misapprehension. On full and change days, therefore, the time when the ebb begins to run W. on the Barbary side close in by the shore, is at 4 o'clock, and of its beginning to flow eastward at 10 o'clock; but in the narrow portion between this and mid-channel, the current to the E. and W. does not commence till 3 hours afterwards. The same observations hold good on the N. side or Spanish Shore of the strait, both in shore and in the narrow portion already mentioned, but in all cases the current is an hour later.

GIGA Island, one of the Hebrides, at a distance from the W. coast of Scotland, which is but small. They are sometimes called the Western Islands of Scotland. This island is situated between the island of Skye and the peninsula of Cantire in Argyleshire, to which county it belongs.

GIGLIA or GIGLIO Island is an island of

of the Tuscan Sea on the coast of Italy, about 7 leagues to the W. from Porto Hercule. It is in lat. 42 deg. 30 min. N. and long. 11 deg. 51 min. E.

GIGLIA or **LIGLI**, on the S. E. coast of Corsica is near the entrance of the haven or port of Vechio. Whether this be the same as the preceding we cannot positively affirm; but it lies due W. from Porto Hercule, under Argentera, on the main coast of Italy. Here it may be added, that ships may go into the port on either side of this island, where there is good and safe anchorage in all winds. Some small islands lie without the S. point, but they are also foul on the S. part, so that when ships go without them, a good birth is absolutely necessary.

GILBERT'S Island on the S. W. coast of the island of Terra del Fuego, at the southern extremity of America, is 19 leagues to W. N. W. from the lofty promontory called Yorkminster. Its lat. is stated to be in 55 deg. 13 min. S. and long. 71 deg. 7 min. W.

Cape St. GILES, on the E. coast of Newfoundland, is to the S. E. of Cape Bonavista. It is one of the points between that cape and the passage to Trinity Bay.

GILES Harbour, on the coast of N. America, is to N. W. from the N. end of Long Island, and the S. W. part of Penobscot Harbour. See **LONG Island** and **PENOBSCOT**.

Point of St. GILIAN or **St. JULIAN**, is to the E. of Cascais, on the N. coast of the River Tagus, or Lisbon River. There is a high fort upon it which guards the entrance into the port, and it shoots out so far into the river that the northern channel goes in under the mouth of the cannon. Here ships take pilots to carry them up to Lisbon, which is about 5 leagues distance from Cascais.

GILKICKERS, heretofore a mark for sailing in and out of Spithead, on the coast westward from Haslar Hospital, are now taken down, and a fort or battery called Fort Monckton has been raised in their place. The marks for the Kickers will now be supplied by taking the S. W. part of this fort instead of them. See **FORT MONCKTON**.

GILLEW'S Bay or Gut, on the S. side of the island of St. Christopher's or St. Kitt's, is round Bluff Point to the westward from Basseterre Road, between which the coast is rocky; but between it

and Jonathan's Bay, or Hart's Gut, scarce a mile to the westward, the coast is clear, and free from rocks.

GILLINGAM, in the River Hughly in the East Indies, which falls into the bottom of Bengal Bay, is on the western shore of that river. When ships are got up hither, they must give the upper point of the river a birth, because the Gillingam Sand lies off from above the said point of the river half a mile to the eastward. Between this and the Middle Ground there is but a narrow channel; nor can this channel be entered till there is one quarter flood, with any vessel of considerable draught of water. It lies about a quarter of a mile offing from the main, till a certain round bushy-topped tree, or something which may have been substituted in its place, half a mile to the northward, bears W. N. W. After this the channel is better, the nearer a ship is to the shore, till it has passed the river of Tigers. See **JESSORE**.

GILMAN, a sand so called in the mouth of the River Thames, which dries at low water, and is about a quarter of a mile at S. E. by S. from the E. end of the Spaniard. See **SPANIARD**.

GILOLO Island, one of the Malucca islands in the East Indian Ocean, to the N. of which are the Philippines Islands, and on the E. the islands of Ceram and Amboyna; the Bandas are also situated to the S. and the rest of the Moluccas, with the island of Celebes on the W. It is said that it neither produces cloves, mace, nor nutmegs, though so near both the Moluccas and Bandas; and on this account some do not comprehend it under the general name of Moluccas. Great quantities of rice are produced here. It is situated in lat. 2 deg. 30 min. N. and long. 128 deg. 7 min. E. In the capital of the same name, we are informed that the Dutch have built a fort, and expelled the ancient inhabitants in order to maintain their possession of those islands.

Cape GILON, on the W. coast of Africa, is about 18 or 19 leagues to the S. by W. from Cape Geer, beyond which is Cape Non at S. S. W. about 10 leagues.

GILT Cape. See **Cape DORE**.

GINGER Island is one of the small Virgin Islands, situated between the Round Rock on the N. and Cooper's Island on the S. between which is the channel called the King's Channel. It

is situated in lat. 18 deg. 5 min. N. and long. 62 deg. 53 min. W.

GIODDA or GEDDAH, is a large sea port town on the eastern coast of the Red Sea, in Arabia. It is frequently known by the name of Judda, and is directly W. from Mecca, in lat. 21 deg. 15 min. N. and long. 39 deg. E.

GION, on the N. coast of Spain, is to the S. E. about 4 leagues from Cape Pinas, and nearly W. of the entrance into the haven, or the outer point of Sanfon. It has a pier or head that is placed off, and under it the fishermen lay their barks.

GIRACE, is a small city of Naples in the farther Calabria, about 40 miles to the N. E. of Reggio. It has a harbour, and is situated in lat. 38 deg. 41 min. N. and long. 16 deg. 42 min. E.

GIRAPEDRA, on the S. side of the island of Candia, a little to the E. of S. from Port Camac on the N. shore. There are two small islands that form a shelter or bar to the W. side of the entrance into the bay; but whether this name is to be given to the bay or the islands, we confess ourselves unable to determine.

GIRDLENESS, on the E. coast of Scotland, is a little without the entrance on the S. E. from it into Aberdeen Bay, and about 10 leagues from Montrose in the N. E. quarter, as it is about 9 leagues farther from thence at N. N. E. to Buchan Ness. There are other small places betwixt these; as Dounsit Bay, about 4 leagues at S. S. W. and Todhead 2 leagues more to the S. W. There is also the small creek called Newburgh, about midway between the two Nesses to the northward. It is a mark for anchoring in the bay of Aberdeen, which has been noticed already in treating of that bay. See ABERDEEN.

GIRGA. See GREGA.

GISBERTUS, one of the islands of St. Bernardo, so called, on the N. coast of South America, or the Spanish Main, as it is usually called. It is the innermost of the three. Directions have been given already for sailing into the bay and harbour which are formed by these islands; See BERNARDO and GEORGE'S Island.

GISBOROUGH, on the N. E. coast of England, is 4 miles to the S. E. of the Tees River, on the Yorkshire side, is a little within land, but at the mouth of a small rivulet has a bay and harbour for ships.

GIVILIN Island is a small island on

the W. coast of Wales, on the starboard side of the entrance into the bay of Aberdud. It is within Bardsey Island at the N. W. point of the great bay of Cardigan, between that island on the W. and the two small islands called Stidwell Islands on the E.

GLAM Cove, near the S. E. angle of the coast of Newfoundland, is about midway between Cape Race and Cape Ballard to the N. of it, and about 2 leagues from each. It is a small place, and only fit to receive small fishing boats.

GLANAN Islands, a cluster of islands and rocks that lie off to the S. W. from the mouth of Port l'Orient, more usually known by seamen by the name of the E. Penmarks.

GLANDORE Harbour, on the S. coast of Ireland, is situated to the eastward of Castle Haven between it and Rois Bay.

GLASGOW, is the second city of the kingdom of Scotland, in the county of Lanerk, situated on the N. bank of the River Clyde in lat. 55 deg. 52 min. N. and long. 4 deg. 15 min. W. The navigations of the Forth and Clyde are of very great advantage to this city, as they form a communication between the eastern and the western coasts. Its situation for commerce gives it a decided superiority over almost every other city or town in Scotland, so that it is daily increasing in population and extent, and adding to its importance and opulence.

Port GLASGOW, is a town on the S. side of the Clyde, which first began in 1710 to serve as a port to the city of Glasgow, where there is an excellent harbour and a noble pier. Most of the ships, however, which go to the W. Indies, sail to and from Greenock. The government of this town, though it is 21 miles at W. by N. from the city of Glasgow, is subject thereto, whose bailiff is appointed by the magistrates of the city. The herring fisheries in the Frith of Clyde form a considerable part of its trade, and the excellence of a Glasgow herring has long been proverbial.

GLASKERMAN Sand, at the distance of a mile from the shore, is about 2 leagues to the northward of Donaghmore, on the E. coast of Ireland. Between them the ground is very uneven. It is about 2 miles long, and very steep on the inside. Ships may sail within it, keeping the soundings of the shore, but not so far from it as to have 10 fathoms, for then they should keep close by the sand.

Arklow

Arklow Head is about a league to the northward of the **Glaikerman**; and to sail through between the shore and this sand two points will be seen, the first of which is **Mizen Head**, and to the northward of it **Wicklow Head**. By keeping **Wicklow Head** well within the point of the **Mizen Head**, ships will pass clear of the **Glaikerman**; but to go without this sand, **Wicklow Head** must be a good way without the **Mizen Head**, when a ship may run along a sea board of it with great safety. Observe, however, that if the point of **Wicklow Head** be but just without the **Mizen Head**, a ship will run directly upon the sand.

GLASS HOUSES, on the N. E. coast of New Holland or New South Wales, are three hills so called on the shore to the N. of **Moreton's Bay**, the cape of which is in lat. 26 deg. 56 min. S. and long. about 153 deg. 10 min. E. They are but a little way within land, and are near to each other, but the northernmost of them is highest and largest. There are some other peaked hills within land, but none of them are so remarkable. The bay which trends away westward from **Cape Moreton** is called **Glass House Bay**.

GLASS HOUSE Bay. See the preceding article.

GLELENDSHIOK River, without the straits of **Kaffa**, which form the passage of communication from the **Black Sea** to the sea of **Azoph**, is to the S. E. from the southern entrance of those straits. The W. point of this river has been stated to be in lat. 44 deg. N. and long. about 38 deg. E. and the E. point has 3 min. more long. The coasts of the **Black** and **Azoph Seas** are, indeed, very little known, so that in many instances we can do little more than name them, and sometimes that is done imperfectly, as they are distinguished by different names amongst the **Turks** and **Russians**, who alone are acquainted with those seas.

GLENAN Cape, a point of the main on the W. coast of **France**, from which the shoal called **Basse Jaune** is about a league due W. but the shoal is 4 miles from shore in the fairway between the islands of **Glenan** and the main. See **Basse JAUNE**.

GLENAN Islands, are about a league to the S. of the **Muttons Isle**, and from 3 to 4 leagues at E. S. E. from the **Penmarks**. The **Jument Rock** lies about half a league to the S. from the **Glenan**,

having a ledge of sunken rocks tailing away from it to the W. N. W. near half a mile. But there is from 25 to 30 fathoms at the W. end of this reef.

GLENARIN Bay, on the N. E. coast of **Ireland**, is situated to the N. W. of the place from whence it takes its name. It is between **Old Fleet Harbour** to the S. E. and **Fair Head** to the N. W. **Red Bay** and **Cashenden Bay**, however, are between it and **Fair Head**. Its lat. is 55 deg. 3 min. N. and long. 6 deg. 25 min. W.

GLENLUCE Bay, is on the S. coast of **Scotland**, to the eastward round the point of the **Mull of Galloway**. It is a deep bay, and runs far into the land to the N. and is so named from a town at the bottom close to the shore. On the E. side the coast trends away nearly S. E. so that the opening is broad; the E. point of which is the limit to **Wigton Bay**, still farther E.

GLOMME River, which falls into the **North Sea** at **Fredericstادت**, is the longest river of the province of **Aggerhuys** in **South Norway**. It receives the river **Worme**, which issues from **Lake Mioss**, but is not navigable in any part of its course from the lake to **Fredericstادت**; for the stream is continually intercepted by cataracts and shoals, which render it necessary in some places to drag the trees that are floated down it over the ground, amounting annually to at least 50,000 in number.

GLORIOSA Island, is in the **Indian Ocean**, in lat. 12 deg. 44 min. S. and long. 47 deg. 25 min. E. and one of the **Comora Islands**, between **Madagascar** Island and the eastern coast of **Africa**.

Duke of GLOUCESTER's Island, in the S. Pacific Ocean, is in lat. 19 deg. 11 min. S. and long. 140 deg. 11 min. W.

GLOUCESTER, on the coast of **New England** in **North America**, is near the N. part of **Massachusetts Bay**, on the isthmus of the peninsula which forms **Cape Ann**, and a maritime town communicating with **Cape Ann Harbour**, in lat. 42 deg. 40 min. N. and long. 70 deg. 20 min. W.

GLOUCESTER, on the E. coast of the river **Delaware** in **West Jersey**, is about 4 miles from **Philadelphia**, and a little way to the southward of it.

GLOUCESTER, on the N. side of **York River** in **Virginia**, is situated on a projecting point, extending S. between two creeks,

creeks, and nearly due W. from Cape Charles, or the northernmost point of the entrance into the Chesapeake.

GLOUCESTER Cape, on the coast of Terra del Fuego, at the southern extremity of S. America, is about 17 leagues at S. S. E. half E. from Landfall Island. It is a considerably high and round surface, but whether it be an island or a part of the main land, though the former is most probable, we cannot positively affirm. The coast between them forms two bays, strewed with rocky islots, rocks, and breakers. Cape Noir is about 7 or 8 leagues at S. E. by S. from this cape.

GLOUCESTER Cape, on the coast of New Britain, is about 8 leagues at N. N. W. from Cape Ann, or the S. W. point of that island, and in lat. 5 deg. 54 min. S. and long. 148 deg. 15 min. E. the coast trending away from thence to N. E. There is a volcano at N. N. W. from this cape, about 12 leagues, situated in lat. 5 deg. 22 min. S. and long. 148 deg. 4 min. E.

Cape GLOUCESTER, a lofty promontory on the E. coast of New Holland or New S. Wales, in lat. 19 deg. 59 min. S. and long. 148 deg. 11 min. E. It is known by an island out at sea at the distance of 5 or 6 leagues to the N. by W. half W. called Holborne Island; besides which there are some other islands under the land between it and the passage. Cape Upstart is 14 leagues from it to the W. N. W. and can be seen at 12 leagues distance.

GLOUCESTER Island, in the S. Pacific Ocean, is about 6 miles long and from 1 mile to a quarter of a mile in breadth, and every where surrounded by rocks, neither are there any soundings near it. Though it is full of trees, it contains no cocoa nuts; and it has very much the appearance of Egmont Island. The lat. is 19 deg. 15 min. S. and long. 140 deg. 4 min. W.

GLOUCESTER Islands, are two islands of the S. Pacific Ocean, so called by some of our navigators; one of them is situated in lat. 20 deg. 38 min. S. and long. 146 deg. 0 min. W. and the other in lat. 20 deg. 34 min. S. and long. 146 deg. 15 min. W. being about six leagues distant from each other. The variation near these islands is 5 deg. E. Captain Carteret laid them down within a few minutes of the same situation both in lat. and long.

GLUCKSTADT, See **ELBE** River.

It is situated on the E. shore of the Elbe near its mouth, about 28 miles N. W. from Hamburg, and is subject to Denmark, in lat. 54 deg. 32 min. N. and long. 9 deg. 12 min. E. When the King attempted to oblige ships passing up the Elbe to pay toll here, the strong resistance which was made to it by all the Powers of Europe occasioned it to be given up.

GLUTTON, is a narrow ridge stretching thwart the channel from the beach, above the brewhouse to the northward of Languard Fort, to the E. of Harwich. There is but 15 or 16 feet upon it at low water; and when a ship has passed it, she must keep along the beach to avoid the Gristle, which has but 3 feet at low water, and lies in the middle between Harwich and Languard Fort.

GNULOYE Sea, in the Crimea, is on the E. side of the isthmus on which Pre-cop is situated. It communicates with the sea of Azoph on that side, and is the most westerly part of that sea.

GOA, is the northernmost of two sands, between which is the channel into the river Tay on the E. coast of Scotland. It is about half a league at E. S. E. from the Bokannis side, so called from a red sand-hill of that name on the N. shore of the river. The S. sand, called Aver-tie, lies off at E. N. E. two miles and a half from the S. side of the river, and dries at low water. The sands without are a mile asunder, and there is but three fathoms water from sand-head to sand-head. See **BOKANNIS**.

GOA, on the Malabar coast of India, is a large city, situated on the N. side of an island of about 22 miles in length and 6 in breadth, within the river Mandoua, and about 8 miles from its mouth. The hills which surround it at a small distance upon the neighbouring continent render it extremely sultry and unhealthy. It is two miles in length and about half a mile in breadth. The situation is too commonly fatal to European constitutions. The entrance on the other side of the island is called the river Guari; and the island of Anchedia is about 12 leagues from the island. The port is well guarded and fortified, as indeed is the whole island. The channel of the river within the island sometimes grows narrower to one or two miles, and makes a noble port, which runs up into the country for many miles, and divides it into several fruitful islands and peninsulas.

Murmugon Port is contiguous to this, being formed by the other channel between the island of Goa and the peninsula of Salsette. These two channels meet at St. Laurence. In entering this port, the peninsula of Salsette is on the right hand, being 60 miles about and 20 in length. The other peninsula of Bardes is on the left, being 15 miles long and 45 about its coasts.

The port or town of Goa is in lat. 15 deg. 3 min. N. and long. 73 deg. 45 min. E. and is 292 miles at S. by E. from Bombay. The river is capable of receiving ships of the greatest burden, where they lie within a mile of the town. The best trade is in arrack, which is distilled from the sap of the cocoa-nut tree.

GOADEL or GUADEL Cape or Point, on the coast of Persia, is a remarkable projecting point of land on that coast, being to the W. from the gulf of Scindi. It is in lat. 25 deg. 12 min. N. and long. about 62 deg. E. on the N. shore of the Arabian Sea. See *Cape GOADWELL*.

Cape GOADWELL, in the fairway from the gulf of Cambaya to the gulf of Persia, is at N. W. by N. from Diu Head, and appears to be same as Cape Goadel or Guadel, the preceding article. In the course from Diu Head a ship must cross the tropic, and if she meets with variable winds in the passage, from W. N. W. or N. N. W. or thereabouts, the best way will be to stand in for the shore, and ply it up by the help of the land breezes in the night, and a current which sets into the gulf. But do not stand in too near the shore in the night, because the low lands may have the effect of deceiving a ship and occasioning her to run aground, when she is thought to have kept a sufficient offing.

GOAT Island, a small island which is contiguous to the island called Juan Fernandez in the S. Pacific Ocean, about 100 leagues to the W. from Chili, and not more than half a league from it to the southward. It is about 2 miles long from E. to W. and 1 broad from N. to S.

GOAT Island, in the eastern Indian Ocean, is in lat. 13 deg. 55 min. N. and long. 120 deg. 12 min. E.

Petit GOAVE, in the island of St. Domingo or Hispaniola in the West Indies, is on the N. side of the long peninsula which stretches out at the W. end, and

opposite to Benet Bay, at the isthmus, under which article it has been mentioned. It was heretofore a noted place, in the times of buccaneering, but is now in ruins; yet it has an excellent road, where ships of all burdens may find good anchorage and a shelter from all winds. The island of Gonave is due N. from it, which detracts from its importance as a maritime situation, and the morasses render it very unwholesome. It is about 5 leagues to the W. a little southerly, from Leogane.

GOCREE Island, one of these on the N. coast of South America, which are known by the name of the islands of St. Bernardo. It is between the island of St. George's and Gilbertus. On the off side is a shelf of sand which breaks off the sea, and secures the channel within these islands, which is deep and good. See BERNARDO, GEORGE'S Island, &c.

GOD'S MERCIES, a place so called in Davis's Straits, in lat. 62 deg. 28 min. N. and long. 70 deg. 48 min. W. where on spring tide days it is high water at 10 o'clock.

GODAVERY, or GONGA GODOWRY River, is a river of the Deccan of Hindostan, which rises about 90 miles to the N. E. from Bombay. After receiving the Bain Gonga, at the distance of 90 miles from the sea, in consequence of its circuitous track, it divides into two principal channels, which again subdivide so as to form at their influx to the sea several tide harbours for vessels of moderate burden. Ingeram, Coringa, Yalam, Bandarmalanka, and Narlapour, are some of the places which are situated at the mouth of this river, which is the most considerable one between the Ganges and Cape Comorin. On its banks within the mountains are extensive forests of teak timber, which supply ship timber for the use of these ports. The word *Gonga* is the Indian name for a river.

GODOI Point, on the coast of Chili, on the S. Pacific Ocean, is 4 leagues N. from the bays of Lago; and from hence it is 12 leagues farther N. to St. Peter's or San Pedro River, in the direction of N. N. E. There are three bold and steep rocks off the point, by which it may be known; on any side of which ships may sail with safety. It is in lat. about 41 deg. 45 min. S.

GODOU Island, on the coast of Norway, is an island that will be seen on the larboard

larboard bow on going into Broad Sound, after sailing 2 or 3 leagues at E. by S. from the island of Hossen, the northernmost of the Flowack Islands. To this island ships resort to take pilots for Sudmer.

GODRERE Island, or GODREVY, is on the E. point of St. Ive's bay, on the N. W. coast of the county of Cornwall. Here is a great ledge of rocks, which stretches out 2 miles into the sea to the N. W. some of which are seen at half tide. Ships which are bound up the channel should keep a good offing, as these rocks are very dangerous; but if vessels are bound into the bay, they must keep to the W. point, and they will go in clear. Observe, however, that a northerly wind makes a great sea here. Along the coast from this island the land is bold, and there is no danger but what shews itself.

GODRON Point, is the northern limit or entrance into the Gullet for the road and harbour of Brest. It is the most southerly point of land on all that coast, the shore trending one way from it to the N. E. towards Brest, and the other N. W. to Bertheaume Road.

GODWIN's Gut, in the island of St. Christopher's or St. Kitt's on the S. W. side, is to the N. W. from Old Road Bay. Between them is Church Gut, facing St. Thomas's church on the shore, and about a mile to the westward of that is the gut or mouth of the river which is the subject of this article. Mastick and Molines Gut are a little farther to N. W.

GOEDEGAN or GONDEGAM, is one of the small places on the coast of Coromandel in India, between Caleture and Montipoli, which are 31 leagues from each other in the direction between N. and N. E. by N. There is a shoal off it at a small distance from shore, but water enough for small vessels to go over it; and as large vessels neither have any business there, or, if they have, do not come along so near the shore, this will be a sufficient instruction for it. There is a reef off Penny also, another small place to the N. of Caleture, for which see **PENNY**.

GOEREE, is an island to the S. W. from the Brill, on the coast of the Low Countries. Between these there are two channels, of which that nearest to the Brill is but small, being unfit for great ships. The other has the name of

Goeree's Gat; and the great flat of the Hinder lies between them, on which is no more than from 5 to 7 feet at low water. To sail into Goeree's Gat, bring the steeple of Goeree and the beacon on the land of Goeree one in the other, when they will bear E. and E. by S. from a ship. If the beacons cannot be seen, bring the steeple at E. by S. and E. S. E. according as the wind is more or less favourable, and sail in right with it until the ship is close aboard the shore; then sail within a stone's cast along by it at E. by N. and at E. until the land is found to fall away to the southward, near which place a small tail runs off from the shore. In going in, sail without this tail, by edging a little further off from the land; but, in coming out, ships may venture through between it and the shore. Having passed the tail, in going in, luff up again towards the shore or haven of Goeree, and there anchor before it. To sail for Helvoetsluys, on the coast of the Brill, see **HELVOETSLUYS**.

In sailing into the Goeree Flat with a bare southerly wind, so that the beacon and steeple cannot be brought one in the other, the steeple may be brought at E. S. E. or the length of a capstan bar to the northward of the beacon, and then run over till a ship comes against the shore; this will carry her over the tail of the Hinder Flat in 14 or 15 feet, but the nearer the shore the deeper. A little within the Beacon, or almost thwart of it, is the narrowest part of the channel, as it widens from thence further in. Towards the Hinder on the N. side it is rising ground, but the S. shore is very steep. In this Gat, and before the entrance of it, the time of high water on full and change days is from half past 1 till after 2 o'clock.

The town so called is in lat. 51 deg. 44 min. N. and long. 4 deg. 20 min. E. It had formerly a very considerable trade, but its harbour is now choaked up.

GOESBEER Point, is about 3 leagues at S. E. by E. from Ysted on the coast of Sweden; from which point a great shoal runs off near 2 leagues, which a ship may run over in from 6 to 10 fathoms. In the latter depth, Bornholm Island will bear E. by S. or E. S. E. at the distance of 4 leagues, and the point of Sandhammer at N. or N. by E. at the distance of 2 leagues.

GOL Scars, are situate about 9 leagues to the E. northerly from Epel's Scars, to the westward from Wyburg Sound, on the N. coast of the Finland Gulf, being only 7 leagues from Rhodel at the mouth of the Sound. See **EPEL's Scars**.

GOGA, or **GOGO**, a small town on the Gulf of Cambaya, and about 30 leagues from it, where ships outward-bound from Cambaya and Amadabath, for Arabia and other places, often put in to victual. It is a shallow road, but very safe. In coming out from the sea, it is about 10 leagues within the Gulf of Cambaya, and to go up thither from the Dodd Point at Gunduck, which is the westernmost point of the gulf, bring the Island of Peram to bear W. about 3 miles, and steer in with it N. W. directly for the road of Gogo. Here is a depth of about 3 fathoms and a half and good ground, at 2 miles from the shore. The tides here, especially the spring tides, run very strong, as there is a very great indraft. From Gogo to Surat the course is S. E. by E. but to go within the shoals, a ship must keep a little more to the E. to Swalley Hole.

GOJOVEN River, on which the town of Garway is situated, is to the westward from Cape Palmas on the W. coast of Africa. It is known by a small hill, on which are 7 or 8 palm-trees just on the strand. A great rock also lies off the shore, on which the sea breaks with great violence near a league from shore. To come to an anchor, bring the palm trees on the little hill in the direction of N. by E. or N. N. E. and the steep point at N. by E. when ships may ride in from 20 to 21 fathoms, at the distance of about a league from shore.

GOLDCLIFF Point, on the S. coast of Wales, and on the N. side of the Bristol Channel is a point of land about N. W. by N. from the W. end of the sand called the Welch grounds, and about W. N. W. from King road. There is a little creek on the E. side of it. From the passage up to Newport, the coast to this point lies E. a little southerly; but it is shoal near the land, so as to require an offing of half a league.

GOLD Bank, is a reef or shoal so called on the W. coast of Barbary, at the distance of a league to the southward of Cape Cantin. There is much fish here, and it lies about a league distant also from the land.

GOLD Coast of Africa, is that part of the coast of the Guinea Sea, which extends from the River Suera da Costa, on the W. to the River Volta on the E. The former of these comes in to the westward of Axim, and the latter at Cape Mondego. This part of the coast abounds with settlements and factories of the different European nations, more than any other part of the coast of Africa, either to the N. or S. Some account has been given of it under **Alampo**. See **ALAMPO**.

GOLDEN Bay, on the coast of Lapland, is a little to the N. of the Seven Islands, and a fair sandy ground. It is sufficiently secure in southerly winds, but a very bad place with a N. E. wind, which blows right in; there is anchorage in it from 12 to 20 fathoms. The coast here trends to the S. E. and this bay and these islands are in that direction from Kilduyn and Gabriel.

GOLDEN Island, is an island in the mouth of the Gulf of Darien, on the coast of Terra Firma, in S. America, in lat. 9 deg. 4 min. N. and long. 77 deg. 10 min. W. It is the most easterly of 3 islands that lie in the mouth, and has a fair and deep channel between it and the main; and there is a pretty safe bay on the S. side of this island, which is high and rocky, and in every other part inaccessible. At another island to the W. of this there is no firm anchorage; and this island is so close to the isthmus, that no ships, even at high water, can pass between them. It is sometimes considered as one of the Samballat or Samballoes Islands, which are said to amount to 400, and is said to be plentifully stocked with provisions. It is 7 miles from it to the E. end of the Island of Pines, but no entrance or passage between, excepting close along the E. end of that island in 5 fathoms.

GOLDEN River, at the S. end of the Island of St. Lucia, in the W. Indies, falls into an open bay on that part of the island, having some small bays to the eastward of it.

GOLDMORE's Gat, is a channel or passage, between the N. E. end of the Gunfleet Sand and the W. rocks, turning shortround the Gunfleet buoy from King's channel to the N. W. towards Harwich. It is about E. by S. from the Naze, or more southerly; and ships usually sail through it in the direction of W. by N. half N. towards the Naze until Harwich church

church and the beacon come into one. Be careful of the effects of a strong tide, which lets for the Wallet round each end of the Gunfleet Sand, or a ship may be drawn upon the sand. It is a leading mark to go through this gat or channel to get Woulton Hall on the shore open on the N. of the Naze Tower at W. by N. half N. and she may turn, as soon as she is through to the S. W. nearly into the Wallet, which is on the back of the Gunfleet, between it and the shore.

GOLD River, is situated to the southward of the River of Santa Maria in the Terra Firma, or Isthmus of Darien; and is so called from the plenty of gold dust which it affords.

GOLD River, the name of a river in the great Gul or Bay of Panama, on the Pacific Ocean, so called from the same cause as the preceding. It is not improbable, our accounts being drawn from very different authorities, that these are one and the same river.

GOLETTA Island, on the N. coast of Africa, or S. shore of the Mediterranean, is situated at the entrance of the Bay of Tunis, and near 5 leagues to the N. from that city, in the lat. of 37 deg. 12 min. N. and long. 10 deg. 20 min. E. It is on the S. E. side of Cape Carthage, and is the N. W. limit of the Port of Tunis, and has a castle which defends the entrance into the harbour. There is good riding in the bay under the castle.

GOLFE *Triste*, on the coast of the Spanish main, in Terra Firma, or N. part of S. America, is in lat. 10 deg. 20 min. N. and long. 67 deg. 40 min. W.

GOLGATE Bay, on the N. coast of Kent, in the island of Thanet, is a little to the E. from Westgate Bay, and perhaps the same with what is sometimes called Marsh Bay, to the N. from which are the sands called Margate Sands.

GOLGOTHA Island, a small island within the channel of Port Mahon Harbour in the Island of Minorca, in the Mediterranean, is a little on the W. side of Bloody Island, between that island and English Cove on the W. shore. It is not a mile short of the town, and near 2 miles at N. W. within the entrance.

GOLTOP Road, in St. Bride's Bay, on the coast of Wales, is to the N. E. in the direction of the coast from St. Bridges Island, and S. W. from Thelytel Haven. It is consequently on the S. E. side of the

bay, and not far distant from the most eastern part of it.

GOMBRON, sometimes called GOMBAROON and GOMEROON, is the largest port town of Persia, on the strait at the entrance of the Persian Gulf. It is called by the natives Bandar Abassi, and is seated on a bay 12 miles to the N. from the E. end of the Island of Kiimish, and 9 from the noted Island of Ormus. Besides the native Persians, it is inhabited by people from the English, Dutch, Portuguese, and several Asian nations, of which the Armenians and Banians are the most considerable traders. Being a very unwholesome place, the inhabitants remove into the country during the hot weather, and appropriate the winter only to commerce. The profits formerly made by the English East India Company in carrying merchandize for freight from Gombbron to Surat was one considerable branch of their wealth; for every ship was deeply laden with goods, besides passengers and vast treasure on board, sometimes to the amount of £.300,000. But this traffic is now discontinued. The town is about 12 leagues to the N. E. of the Arabian coast, and 98 leagues to the S. E. from Schiras, and in lat. 27 deg. 49 min. N. and long. 55 deg. 56 min. E. It is 20 leagues from the S. side of the Island of Ormus to Gombbron, in the direction nearly of N. W. by N.; but all ships going to it first make the low point of Bombarick or Combarick. Bender Congo is 25 leagues at S. W. from Gombbron. It may be extremely useful to note here, that people are fond of a sherbet, or liquor, made of water, lemons, and sugar, which, when taken in too great a quantity, has a tendency to produce the bloody flux.

GOMEN Point, a mistake of some charts and maps for St. GAWEN's Point, otherwise GOVEN's.

GOMERA Island, one of the Canaries, to the S. W. from the Island of Teneriffe, about 6 leagues, and about 71 leagues W. of Cape Bajador, in Africa, in lat. 28 deg. 6 min. N. and long. 17 deg. 8 min. W. It has a good haven on the N. E. side in 10 fathoms where there is good lying for almost all winds, and better than in any of the other islands; and there is anchorage without also in 20 fathoms, but ships must shift roads there as at Garrichia in Teneriffe. La Ville de Palmes, or the town of Palmes, which is the principal town of the island, is close by the

the sea at the bottom of a bay, where the shipping lie landlocked against all winds except the S. E. It not only has many rivulets, but water is to be found any where on digging 5 or 6 feet.

GOMORRO Islands, in the eastern ocean, are situated between the N. extremity of the large island of Madagascar to the E. of Africa, and the country or coast of Zanguebar on the continent, between the lat. of 10 and 13 deg. S. Joanna is the principal island, where the East India ships usually touch in their way to and from Bombay, and the other ports of the W. or Malabar coast of India. See **COMORA**.

La GONAVE Island, is a long and narrow island stretching out from E. by S. to W. by N. nearly, at a few leagues distance from the W. end of the island of St. Domingo, and to the N. of the peninsula which extends so much to the westward. It lies in the direction of S. by E. and W. S. W. at the two extremities from St. Mark's Bay and Cape, at the nearest distance of 5 or 6 leagues; between the N. E. part of which and the main is anchorage without some rocks in 8 fathoms, and due E. from it towards the coast in 25 fathoms, to the N. W. from the road of Fosse.

GONDEGAM. See **GOEDEGAN**.

Cape GONDEWAR, on the W. coast of the Bay of Bengal, is in lat. 16 deg. 55 min. N. and long. 82 deg. 55 min. E.

Cape Lopez GONSALES, or **GONSALVO**, on the coast of Africa, not far from the equator, being in lat. 0 deg. 50 min. S. and long. 10 deg. 18 min. E. is E. S. E. at the distance of 37 leagues from the Island of St. Thomas. To sail from the island to this cape, a current is to be crossed, for which allowance must be made, which sets to the N. N. E. at the rate of 5 miles a watch. The coast is very steep and uncertain. In passing along shore, the Island of Pinas lies to the S. from the River Gabon 6 or 7 leagues. The Flats commence from this island and lie out to seaward between the River Nazar and Angra, so that ships should keep off, especially large ships, and not come nearer than from 10 to 12 fathoms, though small ships may venture into 5 or 6 fathoms. There is an island to the S. of these Flats with a white sand bank very shoal, running out a league from the main; on which bank

there is not above 2 fathoms, therefore come not within 5 fathoms of it. Then go away W. N. W. to get above the reef which shoots off from the island, and being past it, Cape Lopez will then come in sight, bearing W. S. W. from a ship, or nearly so, according as she lies off from the land.

This cape is so low and flat, that the trees seem to stand in the water; but it is steep, and free from shoals and reefs, so that a ship may come as near as it pleases. Ships which come near, and design to go into the road, must run to the S. E. as high as they can. There is a very high tree at the creek, which in coming from the cape appears higher than all the rest; but this cannot be seen at all in coming from the E. Here is anchorage in from 8 to 10 fathoms, the small bower being carried to seaward will be in 12 fathoms. The wind constantly blows S. here from May to the beginning of October, at which times it will be unnecessary to moor for security. The Island of Annabona is S. westerly from the cape. See **PAPOS-CASAS** and **LOPEZ**.

Point GONZALES or **GONZALO**, is S. W. by S. from Morro Bonifacio, which are the two points of the mouth or the entrance to the harbour of Baldivia, on the coast of Chili, in S. America, in about 40 deg. of S. lat. From this headland to Port Corral is a little above 2 leagues. See **BALDIVIA**.

GOOD FORTUNE Island, off the W. coast of the Island of Sumatra, is the northernmost of two islands, of which the N. end is in lat. 1 deg. 20 min. S. and long. about 116 deg. E. It is near 20 leagues long, and has many small islands about it; but these are bold, and there are no dangers but what are seen. This island is bolder than the other, though it is advisable to keep the lead going, and to sail on in 10 fathoms, which will ensure safety and security from any surprise. From these islands to Priaman is about 18 leagues at E. by N. See **PRIAMAN**.

GOOD HOPE Cape, or **Cape of GOOD HOPE**, which has been already noticed under the article **CAPE**, as the southern extremity of the continent of Africa, is in lat. 34 deg. 29 min. S. and long. 18 deg. 23 min. E. and has high water on full and change days at 3 o'clock. When ships arrive as far as Elizabeth Island, which

which helps to form the famous Table Bay, they will be in sight of the Cape, which appears like a hanging island, with a small neck or isthmus of land joining it to the main between two bays. Several very high mountains are upon and near it, whereof there are two more particularly to be noted, which are called the Table and the Lion; it is from the last that the S. W. point of Table Bay is named the Lion's Tail, because it slopes away from the mountain. The variation at the cape in 1768 was 19 deg. 30 min. W.

GOODLUCK Bay, in the straits of Maghellan, is 2 leagues at N. W. three quarters W. from Lion's Cove, and is situated in lat. 53 deg. 26 min. S. and long. 74 deg. 33 min. W. It is a small bay, and surrounded with rocks, with very coarse ground. There is but little wood, but it has plenty of good water, though it is difficult to be got on board. The water rises here between 3 and 4 feet, but the current always sets to the eastward. There is anchorage in 28 fathoms at half a cable's length from the rocks, but the cables should be buoyed up to prevent rubbing. In this situation a rocky island at the W. extremity of the bay will bear N. W. by W. at the distance of a cable's length and a half, and a low point which is the eastern extremity of the bay a mile at E. S. E. But in the intermediate space are many shoals, and in the bottom of the bay two rocks, of which the largest will bear from a ship so anchored at N. E. by N. and the other at N. by E. It will be seen from the weeds that there are shoals which run out from these rocks to S. E. within a cable's length of the place of anchorage. A ship at liberty to swing round will only have 16 fathoms with coral rock when her stern is towards the shore, but 50 fathoms with sandy ground when she swings off from the land. From hence it is about a league to Cape Notch at W. by N. half N.

GOOD SUCCESS Bay, about the middle part of the coast, is on the S. end of the straits of Le Maire, between Staten Land and the island of Terra del Fuego, at the extremity of South America, and nearly in the direction of S. by W. from Cape Diego at the N. end of that strait. Just without the strait, round Cape Success, is Valentine's Bay to the westward. This bay goes in to the W. and there is a landing place on the starboard side of

the bay near some rocks, which serve to make smooth water and good landing; but the watering place is to the larboard.

GOOD SUCCESS Cape. See the preceding article.

GOODWIN Sands, are on the coast of Kent to the eastward from the island of Thanet, and were formerly low and marshy lands that belonged to Goodwin, Earl of Kent, and the father of King Harold. They were defended from the sea by a great wall, the maintaining of which in good and sufficient repair to resist the impetuosity of the waves, was such as to require the most constant and steady attention. It was afterwards given to the monastery of St. Austin near Canterbury, when the abbot neglected to keep the wall in due state and condition; on which the sea found means to effect a breach and to drown the said lands, and left those sands as the basis of the soil which have since proved so dangerous to seamen and ships. They lie off without the road of the Downs, which they form, parallel to the coast from the N. to the S. Foreland, for an extent of 3 leagues, and at the distance of 4 or 5 miles from it, and are dry at low water. We have observed, under the article of DOWNS, that these sands break off the force of the sea on the E. and the S. and S. W. so as to make the Downs a tolerable road; but when the wind blows very hard at S. E. or at E. by N. and E. N. E. ships are frequently driven from their anchors, and are either forced on these sands, or obliged to run for Sandwich Bay or Ramsgate Pier.

These sands consist of two parts, called the N. and the S. sands; of these, the latter half lies nearly from N. N. E. to S. S. W. towards the S. Foreland, and the northern half lies nearly N. and S. but rounds a little on the E. side, and is in most places steep, having indifferent good shoaling at the N. end. This sand, by storms and strong tides, partially alters every year; it is very broad, and a great part of it dries, but most to the N. end. In coming in or going out of the Downs, a ship should come no nearer to the Goodwin Sands than 13 fathoms. Their extent is known by the distance from the N. to the S. Sand Head; and a ship will be abreast of the latter, when Upper Deal Mill and Warner Castle are in one, and abreast of the N. Sand Head when the N. Foreland bears at N. W. by

by W. See DOWNS, and NORTH and SOUTH SAND HEADS. Ships that will work well may turn to 12 or 14 fathoms all along the back of the Goodwin; and if the water shoals on the other tack, it may be depended on as the Falls.

A general observation has been made of all sands which dry or become nearly so at the ebb, with respect to the currents and tides near them. The first part of the flood and the last part of the ebb will regularly set as the edge of the sands lies; the second part of the flood and ebb will set bodily over such sands to the lee-tide channels; and the last part of the flood and first part of the ebb, will set nearly as the regular tide does. But if the sands curve, as soon as the ends are under water, the young flood and corresponding state of the ebb will set over the different ends into the curve, and on the other side run as the sands lie. It is observable, for example, that the first of the flood on the Goodwin Sand sets strong over the S. Sand-head into the bight to the Bunt-head, and out again over the N. Sand-head; that the middle of the flood sets more over the sand for the Gull Stream; and that the last of the flood sets nearly regular for the Foreland. And as to the ebb, it sets nearly regular for the S. Foreland; the middle more for the Gulls; and the last over the N. Sand-head for the Bunt, and out again over the S. Sand-head.

The depth of the channel also has been observed to be nearly as follows; that a little without the Flemish Banks there is from 18 to 20 fathoms, and towards the Goodwin from 26 to 30, but the nearer to the Goodwin the deeper, and when a ship is thwart of the Goodwin in from 28 to 29 fathoms, she is not two gun-shot from it.

Inner GOOSEBERRY Island, on the coast of Newfoundland, is in lat. 49 deg. 15 min. N. and long. 53 deg. 5 min. W.

GOOSEBERRY Neck, on the coast of Massachusetts in North America, is to the N. E. from the Seaconnet Passage, on the E. side of Rhode Island, being a long and narrow peninsula which runs without a deep inlet, into which the small rivers called the East and West Rivers discharge their contents. It is nearly due W. from the middle part of those islands which are known by the name of Elizabeth Islands. About E. N. E. from the point of the Neck are the Hen and

Chickens Rocks, about two miles from shore.

GOOSE Cove, a small haven or creek so called within Christmas Harbour, which is in the S. W. part of Terra del Fuego Island at the extremity of South America, is situated to the S. E. of a small island up the harbour called Goose Island. But care must be taken on entering this cove, not to come too near the S. point of the entrance which is rocky.

GOOSE Island, on the E. coast of Newfoundland, is at a small distance from the port of Whales, to the southward of Cape Broyle, otherwise called Baline Cove.

GOOSE Island, in Christmas Sound, is to the E. of Shag Island, and there are two other small islands to the N. of this last, as there is also the Devil's Basin or Harbour to the N. N. E. from these. A rock, which is about 4 miles to the S. of Goose Island, is about half way between the Black Rock and the E. shore, near which, as all round the shore, the bottom near land is very rocky. The entrance into the sound has been laid down as in lat. 55 deg. 27 min. S. and long. 70 deg. 16 min. W. in the direction of N. 37 deg. W. from St. Ildefonso's Islands at 10 leagues distance.

GORBSON's Gut, is the mouth of a small stream to the westward of Old Road Town, on the S. W. side of the island of St. Christopher's or St. Kitt's in the W. Indies, between Black River and Church Gut.

GORDA Fort, in the Virgin's Islands in the West Indies, is in lat. 18 deg. 18 min. N. and long. 64 deg. 18 min. W.

GORDA Island, is another name for Golden Island on the N. coast of South America, under which head it has been already noticed, as one of the Sanballoes Islands, off Port d'Alla.

Terra GORDA, within the bay of Arguin, on the W. or N. W. coast of Africa, a little to the southward from Cape Blanco, which is in lat. 20 deg. 50 min. N. and long. 17 deg. 15 min. W. A reef runs off on the coast of the Island Tyder to the point of Terra Gorda.

GORE Bank is about a mile at E. by S. half S. from the E. buoy of the Lait, between the Nore and Margate Roads, and is very narrow, nor is it more than half a mile in length. It extends from E.

E. half S. to W. half N. and has but 8 feet water upon it, though there is 4 fathoms within. The mark for the W. end is to bring Monkton Mill open to the W. of Upper Hale Grove at S. S. E. and the same mill on the E. end of that grove for the E. end of the bank. Within the bank is good anchoring in 4 and 5 fathoms. It is between the hook of Margate Sand and the buoy of the Searn, and a good road for ships, when they have not wind or weather to carry them over the Flats. The marks for the best riding are to bring a mill in the midst of a wood near the sea side, and St. Peter's Church in the midst of Westgate Bay, together; this will carry a ship clear of the land that lies along the shore, a little below the Reculvers, called the Horse, where it is very shoal at low water.

GOKE's Bay, on the E. coast of the southern island of New Zealand in the S. Pacific Ocean, is an inlet on the coast, in lat. 43 deg. 15 min. S. and long. 173 deg. 15 min. E. The land here generally trends at S. W. by S.

GOKE Head or Point, is on the S. coast of the Bristol Channel, on the coast of Somerset, to the westward of Perlock, and nearly at the western extremity of that county.

GOKE Island in the N. Sea, or North Pacific Ocean between the N. W. coast of America and the N. E. coast of Asia, is about 30 miles in extent, and carries all the distant marks of sterility, and a want of inhabitants. It is in lat. 64 deg. N. and long. 169 deg. W.

GOKEE Island on the coast of Holland. See GOEREE.

GOKEE Island, on the W. coast of Africa, is to the eastward from Cape Verd, in lat. 14 deg. 40 min. N. and long. 17 deg. 25 min. W. and nearly 3 miles from the continent; it is not more than about three quarters of a mile in length, and about a quarter of a mile in breadth. The time of high water at new and full moon is about half past one o'clock, nor is the difference between high and low water ever more than two feet and a half. About two days before and after the spring tide days, the waters, it should be remembered, are driven more impetuously on the coast, especially about the Equinoxes, which occasion a surf, but make no addition to the tide. From its being so near Cape Verd, it is considered as a very convenient situation for trade.

Thwart of the island of Goree towards the main, there is a bay with a flat strand which reaches as far as Cape Emmanuel, where there is good anchoring; and when the island comes without this point or cape, it appears on the W. side with a high mountain close to the sea, and very steep, and yet very low on the land side to the E. with a flat stony strand. Ships that come from the westward, which intend to go in here, must run seaward about the point, and run under the island on the inside, where they may anchor in from 15 to 16 fathoms over against a sandy bay.

GORGONA Island in the Tuscan Sea, in the Mediterranean, is about 12 leagues to the W. from Leghorn, on the coast of the Grand Duchy of Florence in Italy, in lat. 43 deg. 26 min. N. and long. 10 deg. 7 min. E. Some accounts state it to be in 9 deg. 11 min. only of E. long. It is only about 8 miles in circumference, but is remarkable for the large quantity of anchovies that is taken near it. It lies nearly in the way from Cape Corso, or N. point of the island of Corsica. There is a high land upon Gorgona, on which also is a castle that serves as a sea-mark thither; and when a ship is thwart of this island the mountain of Leghorn, or Mount Negro a little to the eastward of that city, will be seen, and direct the course to Leghorn.

GORGONA Island in the Pacific Ocean, about 6 or 7 leagues to the W. from the coast of Peru, is about 35 leagues to the N. W. from Mangrove Point, or Punta de Manglares, and about 24 leagues at E. by N. from the Island Gallo, the coast on the starboard being all low land, and full of rivers, which occasion several dangerous shoals in the sea, by the violent freshes in the rainy seasons. This island is all high land, and about 2 leagues in compass, extending lengthways from N. E. to S. W. It first makes like a high bell from the seaward, being every way a mountain, and sloping away on all sides to the sea. It is about 10 miles in circumference, has several rivulets of excellent water, and has trees which are so tall and large as to be fit for masts.

If a ship desires to anchor here, the S. E. side is the best, only keeping off from a little island that shews itself there, and a parcel of rocks above water which will be seen near it on the side next the main. There is fresh water at a sandy shore on

the E. side, but it is bad riding to stay for it, being in 50 fathoms near the shore, and a very dangerous anchoring place, with the wind southerly, because a S. E. wind blows right in. There is a river of the same name due S. from it on the main. It is in lat. 3 deg. 5 min. N. and long. 77 deg. 52 min. W. It is 20 leagues from the island to the N. E. to Bonaventura Bay.

If the currents in coming down the coast from the N. W. which are very strong in this ocean, should hurry a ship southward as far as this island, it will be known on that side by the two breaks it makes with a peak in the middle, being all high land, and the windward head larger than that to leeward, having no other land near it.

GORGONILLA is a small island near the coast of Peru in South America, on the Pacific Ocean, at the distance of about 3 leagues towards the N. E. from Point Manglares, and in the fairway towards Gallo Island. It has a creek, and is called by some of the Spaniards by the name of Tumaco, where fresh water may be procured, and where a ship may anchor while it is doing this in clean ground and well sheltered. See **GORCONA** Island.

GORHAM'S Point in the great bay or harbour of Chebueto on the coast of N. America, is to the northward of the town of Halifax in Nova Scotia, and a little on the N. from Byng's Beach. Beyond this is America Point, about 3 miles N. of the town, which is the entrance into Bedford or Torrington Bay.

GOSPORT, from its being in the vicinity of Portsmouth, on the S. coast of England, possesses a very considerable trade, especially in the time of war, and is a pretty large town. It communicates with Portsmouth and the town of Portsea, by means of ferries severally from its beach across the mouth of the harbour. It is much resorted to by travellers, who commonly meet with more conveniences and accommodations than at Portsmouth, and at more reasonable rates. At the entrance to the harbour there are 4 forts on this side of the water, and a platform of more than 20 pieces of cannon almost level with the sea. About a mile from it, facing Spithead, is a noble hospital, which has been built for the cure of sick and wounded seamen in the service of the navy.

GOTA Island, a small island on the N. coast of France, in the English Channel. It is one of those numerous islands, which lie to the westward of the Seven Islands, between them and the Lanion River and Haven. Most of these islands lie close to the shore.

GOTHEBORG, or **GOTTENBURG**. See **GOTTENBURG**.

GOTHLAND Island, is an island of the Baltic or East Sea, so called, on the N. W. coast of the Baltic Sea, and therefore very properly called the eye of that sea. It lies between the province of Gothland, forming a N. E. peninsula of Sweden, and Livonia on the eastern shore, which also belongs to Sweden. This island is 28 leagues due S. from the entrance into the channel of Stockholm. A stone reef runs due S. from the S. end of it to the distance of 2 leagues into the sea; and at N. by W. from the same point are 2 rocks at half a league distance from the shore, called the Great and Little Karels. They are about the same distance from each other. The S. point of this island is in lat. 56 deg. 56 min. N. and long. 19 deg. 29 min. E. and the N. end in lat. 58 deg. 0 min. N. and long. 20 deg. 15 min. E.

GOTO Island in the Korea, is to the N. E. of China in the North Pacific Ocean, in lat. 34 deg. 25 min. N. and long. 125 deg. 50 min. E.

GOTTENBURG, a town of Sweden, on the E. coast of the Cattegatte, and a little to the N. of E. from the point of the Scaw. It is seated at the mouth of the River Gotha, which forms an excellent harbour, and is the best situated for foreign trade of any port in the kingdom, from its lying without the Sound. It has also a considerable herring fishery; and from this port the Swedish East India ships take their departure. It is 188 miles at S. W. from Stockholm, and in lat. 57 deg. 42 min. N. and long. 11 deg. 39 min. E.

GOTTEVILLE Island, is an island on the N. E. coast of the island of St. John's in the gulf of Nova Scotia, about 6 miles in length and 2 in breadth, to the S. E. from Kikibougat Harbour. It is very near the main island, and within its S. E. end is a harbour for small craft. Its lat. is 46 deg. 26 to 30 min. N. and long. 63 deg. 5 min. W.

GOTTIAR is a port in the island of Ceylon, off the S. E. part of the peninsula

sula of India, situated at the bottom of Trincomale Bay and Harbour on the E. side of the island.

GOTTINGEN, a town of Sweden, possessing an excellent harbour, on the borders of W. Gothland, near the entrance of the Moludal River into the West Sea. It is entirely built of wood, and has two citadels on the land side, with another on the sea side, for its defence and protection. It has a considerable navigation, as ships can sail from it to all the sea ports without the Cattegatte, and not be obliged to go through the Sound or Baltic, though it is only 28 miles S. W. from Stockholm, and is 164 to the N. of Copenhagen. The lat. of this place is about 58 deg. 29 min. N. and long. 11 deg. 34 min. E.

GOVEN. See **GAWEN**.

GOVERNADOR Island, on the W. coast of New Mexico, is on the W. side of an island of considerable length, the nearest part of which is 3 leagues to the N. from Point Mariato, in lat. about 7 deg. 30 min. N. and round the land of Point Higueras on the W. of Panama Bay. That island is 5 leagues long, and is called Sebaco, and has a shoal at its N. point, on the W. side of which is this island of Gobernador. There is a channel close to the W. side of this quite through to the bay of the Philippinas. See **PHILIPPINAS**.

Port GOVERNADOR on the coast of Chili, on the W. side of South America, and on the South Pacific Ocean, is in lat. 32 deg. 12 min. S. and is 5 leagues to the N. W. from Port Liga. It is a clean harbour and has good riding, because the ships are secured by a small island in the mouth of the harbour. It is 20 leagues from hence to Limari, the coast between being wild, and snowy mountains, without any harbour except the small and unimportant one of Choapa about midway.

GOVER-NAPORE, is a town of the River Hughly in the East Indies on the larboard shore to ships coming down the river. From the point of the western shore below Chitty Nutty Town, ships stand over to the eastern shore, which they keep on board as low as Gover-Napore, the other shore having a sand which reaches half channel over, and runs down on that side lower than this town of Gover. This sand is also steep, and very dangerous, and must not be borrowed

upon with the ebb nearer than 4 fathoms. Below the town of Gover, the channel crosses again to the starboard side of the river, which is to be kept on board till a ship is almost as low as the point against Kiddery Poe. This is necessary, to avoid the bight below Gover which is shoal, and has also a strong eddy, which reaches till a ship has passed the shoal, and without this precaution will set a ship directly back upon the point of the shoal. See **KIDDERY POE**.

GOVANO Island, on the coast of Peru, on the South Pacific Ocean, is in lat. 21 deg. S. nearly in the fairway of the passage between the River Lora on the S. and Pica or Piña on the N. and about an equal distance of 6 leagues from each. The land of the coast between them is high and steep.

GOVERNOR'S Bay, in the island of Martinico in the West Indies, is situated, with many other small coves or harbours, probably in that part of the island on the S. W. side which is now known by the name of Fort Royal Bay.

GOVIN Point is the N. W. point of the bay or road of Camaret, which road is nearly due S. from Point Cornouaille or Capuchins, being the S. W. limit of the entrance to the Gullet or Channel into Brest Harbour.

GOVER'S Lake, on the W. side of Mount's Bay in Cornwall, and due S. from the town of Penzance, as it is also about S. W. of the Mount of St. Michael, from whence the bay receives its denomination. To anchor in it, bring St. Paul's Steeple at S. W. by S. the island of St. Clement's at S. and Penzance at N. and there will be 4 or 5 fathoms at low water. To run into this lake, coming round from the westward, when a ship is near the W. land, she may run in by St. Clement's Island that lies just before the town of Mouse Hole, as the ground is there very clean, but foul round the castle. When a ship is within this island, a great sandy bay will be seen, which affords anchorage in 7 or 8 fathoms, and land-locked against all winds but the S. E. and S. S. E. which blow right in.

Port de GOULFARD, is near the S. W. extremity of the island of Belleisle, off the W. coast of France. This harbour is unknown to the greater part of seamen, though capable of admitting 30 gun ships every tide. The entrance into

it is however so very dangerous on account of rocks, that those who know it best will scarcely attempt to enter it, except in cases where it prevents the only possible or probable means of avoiding a shipwreck. Neither is this the only disadvantage, for it can scarcely be said to be quite covered against S. winds, which are the most dangerous and most violent on that coast.

Ance du GOULVEN, on the coast of France, nearly S. a little westerly from the port of Plymouth, is a small harbour, haven, or creek, to the westward of St. Pol de Leon, at the bottom of a deep bay of the coast, both points of which are defended with rocks.

Cape GOUNONKIN, in the straits of Bally, at the E. end of the island of Java in the East Indies. In crossing the channel between this cape and Bally Island, there is a depth of 20 to 36 fathoms water, but only from 10 to 5 or 5 and a half in the mouth of the narrow channel. See BALLY.

GOWER's Harbour, in the island called New Hibernia or New Ireland in the S. Pacific Ocean, is formed by a small island called Wallis's Island that lies off it about half a league. There is anchorage within it in from 44 to 48 fathoms. Off the nearest points there are projecting rocks in a parallel direction. The rocks off the S. E. point of English Cove form the N. W. limit of Gower's Harbour, about 4 miles to the S. E. where many rivers fall into it; there is anchorage in from 20 to 30 fathoms or more within a bluff point that stretches out half a league to W. N. W. and forms a good shelter. It is about a league and a half from this point to Cape St. George, the S. E. extremity of the island. The lat. of Cape St. George is 5 deg. S. and long. 152 deg. 19 min. E. and the compass is found to vary about 5 deg. 20 min. E.

GOWER's Island, in the South Pacific Ocean, is a small island on the N. of Carteret's Island, near which are also two other small islands. Its S. end is in lat. about 7 deg. 56 min. S. and long. 158 deg. 56 min. E. and the variation near it is 8 deg. 20 min. E. There is no anchorage near it, and all that a ship can expect to procure from it is only a few cocoa nuts. On the W. side it is about 2 leagues and a half in length, and 4 or 5 miles in breadth; but all the W. and S. sides are lined with rocks, and perhaps the E. side is not known.

GOWER's Peninsula, is that part of Glamorganshire, which runs out to the westward from Swansea Bay; the town of Swansea, on the N. side of its bay, being situated on the S. side of the isthmus. A deep inlet or bay of the coast on the N. side of the peninsula, to the E. within Whitford Point, forms this irregular part of the coast. Next the sea this peninsula has very lofty lime stone cliffs, from whence great quantities of lime are carried coast ways to various parts of the kingdom.

GOWRY Haven, round the W. point of Cape la Hogue, to the E. of Alderney Island on the coast of France. It is within some rocks which are scattered off the point, which having passed about, a ship may turn short in to the E. for this haven.

GOYOGUIN's Bay, on the coast of Nova Scotia in North America, is about 10 leagues from the river of Onnontague. The country between is a mixture of marshes and high grounds a little sandy, covered with very fine trees. A peninsula that is well wooded stretches out to the middle of a bay, and forms a kind of amphitheatre. On the left hand, a little island is perceived at the first entrance into the bay in an angle, which serves to conceal the mouth of a river, by which the natives go down into the lake.

GOZA Island, a small island near Malta in the Mediterranean Sea, on which is a fort. It is to the N. W. of Malta, from which only it is separated a small distance, but has the small island of Comingo between, which divides the distance that is scarce a league into 2 channels. It is a beautiful island, of about 2 leagues from N. W. to S. E. and 4 miles from S. W. to N. E. The lat. is about 35 deg. 58 min. N. and long. 14 deg. 21 min. E.

GOZI Island, or Gozo, a small island on the S. side of Candia in the Mediterranean, and not far distant from the W. end of the island. This island is high at the W. end, and has a fair sandy bay on its N. side, with a good road, where also good fresh water may be obtained; but at the S. W. point of the island, not far from the land, there is a very dangerous rock under water, of which it is necessary particularly to beware. It is 11 leagues at S. E. by E. from Cape St. John, the S. W. point of the island of Candia. From hence to Alexandria in Egypt

Egypt it is 134 leagues to the S. E. by E. somewhat southerly.

Point GRACES, on the E. coast of Newfoundland, is in lat. 48 deg. 24 min. N. and long. 52 deg. 39 min. W.

GRACIAS A DIOS, is a town of Honduras on the S. W. coast of the Great Caribbean Sea, situated at the mouth of a river upon a rocky mountain, which has some gold mines in its neighbourhood. Its lat. is about 14 deg. 46 min. N. and long. about 82 deg. 15 min. W.

GRACIOSA or *GRATIOSA* Island, is one of the Azores or western islands in the North Atlantic Ocean, and about 4 miles long and 3 broad. It is well furnished with fruits, and great quantities are annually sent from it to Terceira. Its chief town is La Plata on the S. side of the island, being inhabited by Portuguese, but it is very poor. It is in lat. 39 deg. 2 min. N. and long. 27 deg. 58 min. W.

GRATIOSA Island, one of the Canaries in the North Atlantic Ocean, is in lat. 29 deg. 15 min. N. and long. 13 deg. 7 min. W.

GRADO Island, a small island at the bottom of the Adriatic Sea to the eastward of Italy, and about 13 leagues to the N. E. from Venice. It is in lat. 45 deg. 49 min. N. and long. 13 deg. 10 min. E.

GRAFTON Cape, on the N. E. coast of New Holland or New South Wales, is in lat. 16 deg. 57 min. S. and long. 145 deg. 54 min. E. About 2 miles off it to seaward is a high island of about 4 miles in circuit, having a channel between it and the cape. The land of the coast here is high and for 20 leagues to the southward. *Green Island* is about 3 or 4 leagues to the N. by E. half E. from the cape, and lies off a bay which is 3 miles to the westward. This cape forms the E. point of a long, though not a very deep bay, called *Trinity Bay*, of which *Cape Tribulation* is the W. point.

GRAFTON Island, the most northerly of the *Bashee* Islands, in the E. Indian Ocean, between *Formosa* Island and *Lucania*, is about 4 leagues in length and a league and a half in breadth. It is in lat. 21 deg. 4 min. N. and long. 121 deg. E. The variation of the compass here was only about 1 deg. W. in the year 1767.

GRAMAMA River, on the coast of Brazil, is to the southward of the River *Parayba*, and to the N. of *Porto dos Francezes*. On this coast there lie narrow shoals all along, parallel to the shore, similar to those called the *Grounds* off the Irish Coast between *Wexford* and *Dublin*. The channels between these shoals and the main are, however, foul and impassable, and have no depth of water for ships, there not being more than from a fathom to a fathom and a half within these shoals for 20 leagues together. Without the shoals, and an offing of about a league it is every where clear, and from 10 to 13 and 15 fathoms as far as to the River *Guiryo*, and afterwards from 7 to 9, and from 4 to 5 fathoms close on the back of the sands. It is in lat. 7 deg. 15 min. S.

GRANADA or *GRENADA* Island in the West Indies, is the most southerly of all those islands which are known by the name of *Caribbee* Islands. It is about 25 miles in length, and about 15 in breadth. A chain of mountains, of which some are very high, crosses it from N. to S. It enjoys a good air, and its soil is very fertile. Trees of all sorts, except the cocoa tree, both for fruit and timber, are better, straighter, taller, and larger, than those of the same species in the neighbouring islands. It is in lat. 12 deg. 21 min. N. and long. 61 deg. 36 min. W.

This island is in the form of a crescent. The coast is very mountainous near *Port St. Louis*, on the western side, in the centre of a fine bay, having a sandy bottom. The principal port is also known by the name of *Fort Royal*, the name by which the English more usually distinguish it. In the bay a fleet of 25 ships of the line may ride secure from storms, and the harbour will contain at least 100 ships of 1000 tons burthen each, close moored to the shore. It has been asserted, that 1000 sail of merchant vessels may ride securely in the bay. See *FORT ROYAL*.

This island contains many salt-pits, and the coast abounds with fine vallies, which are watered with good rivers, of which the greater part issue from a lake at the summit of a high mountain in the middle of the island. One of these runs into the sea on the S. W. where the shore is low, with good anchorage at the distance of 12 leagues; but there is a very strong current, which ebbs and flows within

within a few hours. There are several little bays and harbours round the island, that serve for mooring ships and landing goods, some of which are fortified. The whole of the E. coast is safe, close to the shore, and it is particularly to be remarked of this island, that it is free from hurricanes, to which almost all the other islands between the tropics in these seas are subject.

Before the peace of 1763, this island was a neutral island, and not under the peculiar protection of any European government, at which period it became subject to Great Britain; and at so early a date as that of 1770, within 7 years, its exports exceeded £.506,000. But a severe fire at George's town, the capital of the island, in the following year, was heavily felt; the effect of which was scarcely overcome, when a second conflagration destroyed the whole town in Nov. 1775, to the great loss of the inhabitants and merchants, which was estimated to amount to half a million. It was reduced by the French in 1779, but restored by the peace in 1783; and it has severely suffered in this year, 1795, by the ravages of the French, who, with the negroes and others whom they have emancipated and intigated to commit the most audacious outrages, have destroyed the principal part of the island, to the almost incredible loss of the planters and merchants, many of whom have been inhumanly massacred.

GRANADILLAS or GRENADILLAS, are a cluster or chain of dangerous islands and rocks near the Leeward Islands, where the greatest channel does not exceed 3 or 4 leagues in breadth. They are situated between 12 and 13 deg. of N. lat. and in about 61 deg. of W. long. between St. Vincent's Island on the N. and Granada Island on the S. They are dependent on the latter, and form a kind of archipelago, of about 14 leagues in extent, consisting of about 23 islands that are adapted to produce cotton, coffee, indigo, and even sugar. They possess a healthy air, but have no running springs of fresh water. The most considerable of these islands at the N. end of the chain, which is not above two leagues from the island of St. Vincent's, is called Becouya or Bequia, but by the French it has been called Little Martinico. Besides this, there are the islands of Mosquitos and

Cannaouan; and Frigate Island and Union Island are between Becouya and Cariaucou. Of the rest, the Grison, and the Diamond or Round Island, are the two principal ones among those which fill up the interval between Cariaucou and Granada.

GRANADO Fort, on the N. coast of South America, is one of the two strong forts on the W. end of the Isla Nova, which forms the E. side of the port of Carthagena, in the direction of N. N. W. and S. S. E. from each other. This fort is opposite to the Fortalisia on the island of Kares, and is situated near the point. See CARTHAGENA.

Ships coming from the eastward hither have nothing to fear, nor is it necessary to give any other caution than to keep in 6 fathoms on approaching the Isla Nova, when a ship may sail boldly along by it into the road under the easternmost point without the port, under the point of Granado; and then turn in for the channel of the port. There is a sunken rock called the Salmadinas, on a part of which, to the extent of 30 yards, the sea may be observed to make a breach; but in this course there is no danger of that rock, if a ship does not keep too far off.

Illa GRANDE, to the S. W. from Rio Janeiro, on the S. coast of Brazil, is in lat. 23 deg. 5 min. S. Within it is the mouth of a river, and a town so called, with a harbour. The land of the island is remarkably high, and contains much wood. After a ship from the N. E. is through the first opening, there is a remarkable white rock on the larboard side, at going into the bay, about half a league distant to the S. E. The entrance lies above 5 leagues in the bay, and the place where the ships ride is on the W. side of the island, between that and the main.

There are several good coves, where ships may tow in to lie easy, and where they have the best convenience both for wooding and watering. The Rio de Concepcion or Conception goes up within the island; and on the S. side of it, 5 leagues from the island, is the city now called Angra dos Reys, though formerly Seniors de la Concepcion. Provisions may be had here at a reasonable price. The course at E. E. E. from this road within the island will frequently be served by the same

same wind as brought a ship in at N. N. W. and both the passages are bold and good.

GRAND ANCE, or Ance de Jeremie, on the N. side of the extreme western peninsula of the island of St. Domingo in the West Indies, is about 10 leagues nearly E. from Cape Mary at the extremity. It is a good situation, in about 18 deg. 40 min. of N. lat. about 74 deg. of W. long. and almost due S. from Cape Maizy, at the eastern extremity of the island of Cuba.

Barra GRANDA, the entrance so called into the harbour of Rio Janeiro, on the S. coast of Brazil in South America. Though narrow, the channel is good, having 15 fathoms in the fairway close under the cannon of the fort, on the E. point of Santa Cruz. See JANEIRO.

Island GRANDE, in some charts called **Island LONGUE**, is a long and narrow island on the coast of Dalmatia on the E. side of the gulf of Venice or Adriatic Sea. It has several small islands within it near the main, and also along the coast from the S. E. end. The town of Zara is within it on the main, in about 45 deg. of N. lat. or somewhat less, and about 16 deg. of E. long.

Ribera GRANDE, is in the island of St. Jago, one of those called the Cape Verde Islands, in the N. Atlantic Ocean, and possessing a good harbour.

Roco GRANDE Island, on the coast of the Spanish Main, is in lat. 11 deg. 5 min. N. and long. 67 deg. 39 min. W.

Rio GRANDE, is a very rapid river on the N. Pacific Ocean, on the S. of the isthmus of America, and about a league to the W. of Panama; but it is shoal at the mouth, and unfit for shipping.

Rio GRANDE, or Great River, on the S. side of the island of St. John's, off the coast of Nova Scotia in North America. It runs westward, and falls into the sound within the island, where it forms a spacious sea, extending westward to Vert or Green Bay, on the side of the continent. The lat. of its mouth is about 46 deg. 8 min. N. and long. 63 deg. 6 min. W.

Rio GRANDE, on the W. coast of Africa, is 150 leagues from the river Senegal, so called, which has been considered as one of the mouths of the great river Niger. In this river are several reaches and bays, and great ships go safely up it for 6 or 7 leagues, and smaller vessels from 30 to 35 leagues; it has water

enough for sloops and barges for 70 or 80 leagues, and small boats may go up several hundred miles.

Rio GRANDE, on the E. coast of Brazil in South America, is 11 leagues nearly S. from the strait off Cape St. Roque, the course lying under a safe shore, full of good bays and anchoring places. Within a league of the shore there is 7 or 8 fathoms all the way, and 5 or 6 fathoms even in the bay, close to the shore, within a cable's length of the strand. The entrance is from the N. E. to the S. W. but ships coming from the N. must stand off from the northernmost point at least 3 leagues, as that shore is all foul, and full of rocks on both sides of the point; for it is bad as far as to the mouth of the Rio des Carlutas, about 5 miles to the N. and round the point up the river and within the harbour, it is foul for 3 leagues. There is also a four-square shoal in the mouth of the entrance, with some dangerous rocks in it. The point of Natal is S. W. from this shoal, where the Portuguese have a strong fort. Ships may go into the river on either side of the shoal of rocks, but the channel on the N. side is best and broadest, having from 6 to 7 fathoms in the fairway, and from 4 to 5 fathoms quite up. The town of Natal lies on the S. shore of the river, about 3 leagues from the castle, before which is the road; it has from 4 to 5 fathoms and very good anchoring ground, being well secured from winds. But this river is navigable farther up, and, as some say, to the distance of 100 miles. Point Negro is 3 leagues to the S. S. E. from this river.

Rio GRANDE, on the S. coast of Brazil, is about 10 leagues at W. by S. from the Port de Santos or Saint's Bay, called in some charts Itanbaem River, in lat. about 24 deg. 12 min. S. and long. 46 deg. 24 min. W. At the N. E. point of it is a small town called Candillao, or Our Lady of Candillao. From hence the land draws round in a large bay towards the S.

Rio GRANDE, a river of the S. coast of Brazil or Paraguay in South America, which falls into Port St. Pedro, in lat. 31 deg. 58 min. S. and long. 50 deg. 35 min. W.

GRANDE Bay, on the Labrador coast, or N. coast of the gulf of St. Lawrence, is in lat. 50 deg. 18 min. N. and long. 64 deg. 5 min. W.

GRANDE TERRE, in the West Indies, extends from Chateaux Point, in lat. 16 deg. 14 min. N. to the N. Point, so called, in lat. 16 deg. 40 min. N. and from long. 61 deg. 9 min. to 30 min. W.

GRANDE GULLET, in the island of St. Christopher's or St. Kitt's, is a bay on the W. side of the peninsula, at the S. E. extremity of that island, having Guana Point on the N. and Green Point on the S. It lies to the S. W. of the Great Salt Pond between it and Sand-hill Bay to the N. E. on the other coast of the island. Near the strand it is rocky, but there is from 3 to 9 fathoms water off due W. from the bottom of the bay, and off the S. point from 10 to 14 fathoms.

GRANDS Point, on the E. coast of Labrador in North America, is in lat. 51 deg. 24 min. N. and long. 57 deg. 16 min. W.

GRANE Island, is a small island in the river Thames, lying off the E. point of the peninsula formed by the rivers Thames and Medway, the channel from the latter downwards leaving it on the larboard, on passing into the Thames between it and the W. end of Shepey Island, and that from the Thames on the starboard. The land on the starboard shore of the last river continues and runs due E. from it to the buoy of the Nore. In coming down the river Thames, it contains a good mark for leading between the Oaze Edge and the Red Sand, which is to keep a tree with a round head on this island, right in the valley between the little hills on the high land, next to the westernmost end of the island. If a ship is obliged to turn down, she may stand to the buoy of the Oaze Edge in 7 fathoms, and to the Red Sand in 7 or 8 fathoms; in the channel between them there is 10 fathoms water.

GRANTHAM Sound, in Falkland's Islands, is between Berkley's Sound and Acaron Bay. See FALKLAND, and BERKLEY.

GRANVILLE, on the coast of France, about S. E. from the island of Jersey, has a small harbour, and is in lat. 48 deg. 50 min. N. and long. 1 deg. 37 min. W. It has high water on full and change days about 7 o'clock. Though it is only 7 leagues from St. Maloes by sea, yet it is more than three times that distance by land, all round the coast of Cancale Bay, through Avranches. It is

not safe to cross the defiles of Mont St. Michael, which indeed would shorten it 7 or 8 leagues. It employs about 80 ships of different sizes to Newfound-land yearly, and between 3 and 4000 seamen; and, as a tide port, can receive ships of 400 tons and upwards, which is defended by two moles. The town is situated on an eminence.

It is about 6 leagues due S. from St. Germain's, and lies on the S. side of a point of land, which is the N. point of the bay of Avranches. All along this coast pilots are constantly taken, even by French ships on their own coast; for though there are many houses, mills and trees along shore from Cape la Hogue hither, which serve for sea-marks, there is sufficient occasion for them along this rocky coast. But there is good anchorage, keeping clear of the rocks, almost all along the coast. There are some small rocks to the S. from the point, which are a guide into the pier or harbour. Vessels bound along the coast pass between the point and a long ledge of rocks, called the island de Chose, about 2 leagues distant at W. by N. See GRUNE.

GRAO, in the Mediterranean, on the coast of Spain, is the port of Valentia, at the distance of 17 leagues from Cape St. Martin's to the N. W. Gaudin and Cullora, two small ports, are between them, but without any good anchorage at either. The town of Grao is small, but the river of Valentia opens into the sea within a quarter of a mile of it, forming a good road in 7 or 8 fathoms, but without shelter from any wind, as the shore is low and the country plain and level; sometimes indeed there is a great sea in the road, so that ships are in danger of foundering at their anchors. There is not sufficient water to carry up a pin-nace to the city of Valentia. About 8 leagues to the N. of Grao is Monoedra.

GRASHOLM Island, is about 4 leagues to the S. S. E. from Syburg Ness, or the N. N. E. point of Dagerort. Oxholm, another small island, is but about a league from it, lying N. and S. from each other; and there are several islands between Grasholm and the larger island of Oesel, in the Baltic Sea. There is anchorage any where about this island and Oxholm.

There are 4 small islands from Grasholm, about a league asunder from each other at S. E. which must not be left above

above a cable's length to starboard, when a ship will be in the fairway of the Moon Sound; this channel along the side of Oefel is much the best, and has from 3 to 4 fathoms at least, and afterwards 6 to 7 fathoms.

GRASS COVE, in Queen Charlotte's Sound, is nearly S. from the point of East Bay, and from the W. point of a square island shaped like a fort, in which is 20 fathoms water. The coast then trends W. almost a league, till it is nearly opposite to the easternmost point of an island, that lies in the sound here, leaving only a narrow channel from this point in its direction to the S. W. parallel to the coast.

Bonne GRASSE, on the S. coast of Provence, is nearly due E. from the outer road of Toulon, and on the W. side of the peninsula, of which on the E. side is the gulf of Hieres. There is anchorage in the bight of the coast in 4 and 5 fathoms, open only to the S. W. and W.

GRASS GROUND, of which there are two, called the East and West Grass Grounds, are two shoals in the Sound towards Riga Gulf from the northward; of these ships passing the Moon Sound should beware. See GRASHOLM, and MOON SOUND.

GRASS ISLAND, is to the N. W. from Cape Chidley, and the first considerable island from that cape, being nearly W. from the Chidley or Chudleigh Islands, which lie off that cape, at the S. entrance of Hudson's Straits from the eastward.

GRASSWICK, is a port for loading small fir-ware behind the island called the Sisters, which lies W. by N. from Acker Sound. It is on the starboard side of the opening of the Sound to Christiana and Dram.

GRATES, on the E. coast of Newfoundland, is 2 leagues to the N. N. W. from Split Point, and W. by N. near 5 leagues from the N. W. end of the island Bacalieu. This point, which is in lat. 51 deg. 36 min. N. and long. 55 deg. 33 min. W. is near the extremity of the peninsula formed by the coasts of Trinity Bay on the N. W. and Conception Bay to the S. and S. E.

GRATIAS a Dio. See GRACIAS a Dio.

GRATIOSA Island. See GRACIOSA.

GRAVA, otherwise called CARAVA, or MARICARVO. See CARAVA. The

island of Terra Polla, or Bella Polla, is N. N. W. from it about 4 leagues.

GRAVE Passage, within the river of Bourdeaux, lies between the Olive and Charter Banks, and so along between Point de Grave and the Rouffiat Bank all along the shore, on the starboard side going up towards Castillon. There is here in some places three, and in others four fathoms at low water. In coming to it from the southward, ships may, after getting Point Olives 2 leagues at E. steer directly towards Point de la Coubre till St. Pallas comes due E. Keeping it so, then run E. till Cordovan tower bears due S. when they will be clear of the Metelier and Mouviat Sands, and may sail up the river at S. E. or nearly so to Castillon Point. But for the Grave Passage, get Soulac, to the southward of the S. entrance into the river, and run towards it till Cordovan tower is due N. when a ship will be past the Olives, and may steer towards Royan, on the N. coast of the river, till Cordovan comes due W. and will then be through the Grave Passage; it may then run either towards le Bec Davy, that is Davy Point and Tillemont, in from 9 to 20 fathoms water, or, avoiding the shoals on each side, run up to Castillon.

GRAVE PORT, or PORT GRAVE, on the E. coast of Newfoundland, is about 3 or 4 miles to the W. S. W. from Bay Robert, round the Point. Sheep's Cove and Cupid's Cove are within this port, on different sides of the harbour. The head of the bay of Port Grave lies up 3 leagues within the country to the S. S. W. The S. point of this port is called Burnt Head. All these are on the W. side of Conception or Consumption Bay.

GRAVELINES, is a small fortified port town of Flanders, near the mouth of the river Aa on the English Channel, being 10 miles to the E. from Calais, and 13 to the S. W. from Dunkirk. It is situated in lat. 50 deg. 59 min. N. and long. 2 deg. 7 min. E. It is frequently met with under the name of GRAVELING, the church of which, it has been observed, has no steeple, contrary to those upon the coast on each hand of it. There are two hills, by which it is known, one at the E. gate, and the other at the W. end of the town. It is a tide haven, into which only vessels can go at high water. Keep the two beacons one in the other, and sail in betwixt the pier heads; but there runs

off a little ledge on the W. side, that must be carefully avoided. In coming from the eastward along the coast, through Woolbeach Sound, at the end of the Brakes, that is, the banks westward from Dunkirk, a ship will come against the W. point of the said little ledge or sand, which lies off a good way into the sea, and may run into the haven by night, as soon as the fires come one in the other. There is a bank along shore to the westward of this haven, that reaches from the land off to seaward a good way, almost as far as to the westward of Calais. When Gravelines bears S. E. a ship will be thwart of the S. end of the Flemish Banks.

GRAVELING. See GRAVELINES.

GRAVESAND, on the N. side of the Maes, is very easily known by its high steeple, with a spire, a little to the southward of Hey, which has no steeple; but the tower steeple of Monster is near Hey, and but a little within it. From Gravesand to Hey is about a league.

GRAVESEND, a town of Kent, on the S. side of the river Thames, is considered as the first port of that river, about 23 miles from London; opposite to which, on the N. shore, is Tilbury Fort in Essex. It was burnt and plundered by the French and Spaniards in the time of Richard II. when most of its inhabitants were carried away; and to compensate the town for this heavy loss, and doubtless with a view to re-people it, it obtained this privilege, that its inhabitants and those of Milton should have the sole and exclusive right to carry passengers from hence to London by water at 2d. for each single person, or 4s. for the whole fare. This was a great sum in those days. The fare is now advanced to 9d.

All outward-bound ships are obliged to anchor in the road till they have been visited by the custom-house officers; for which purpose a centinel at the block-house always fires a musquet; whereas those which are homeward-bound pass by without notice, unless it be to put tide waiters on board, if they have not been already supplied with them. Outward-bound ships generally take in provisions here, so that the place is full of seamen, who are commonly in a hurry and bustle. Its church, after the town had been burnt down in 1727, was rebuilt by a grant from parliament of £.5000, as one of the 50 new ones. It is in lat. 51 deg. 23

min. N. and long. 20 min. E. and has high water on full and change days at half past one o'clock.

GRAVESEND Bay, at the W. end of Long Island, is on the starboard side of the entrance of the Narrows into the channel of New York. It is so called from a village of that name near it on the island; and its coast is shaped nearly like the curve of a bow. The small island called Coney Island, nearly of the shape of a hedging man's mitten, with a naked wrist, is near the S. W. extremity of the island, and the S. part of the bay. A sand called the Middle Bank is to the W. of it, between which and the W. bank or sand of Staten Island on the larboard is the channel of from 4 to 6 and 7 fathoms up to the Narrows.

GRAY or GROA Island, is about 2 leagues and a half to the N. N. W. from the Birvidaux Rock. Point de Croiz is at the E. end of this island, which is about five leagues at N. N. W. from Belleisle. This island bears about E. by S. and E. S. E. 7 leagues from the island Mutton, being only about a league from the main, and S. S. W. from Port Louis, on the W. coast of France a league and a half. The E. end of the island goes steep down, and near Point Croiz there are three windmills. The W. end of the island goes down sloping and flat, by which marks, if duly attended to, the island must be known. There is very good anchorage under the E. end in 6 or 7 fathoms, where ships may lie safe from a S. W. wind; and there is also a good road and anchorage for W. S. W. and N. W. winds under the N. E. point of it. In sailing to seaward, be particularly cautious of a foul ledge of rocks that runs off from the S. E. end.

GRAYSTON Bay, on the E. coast of Kent, to the S. westerly from Ramsgate Pier, towards Sandwich River.

GREAT Bay Fort, is on the westward of St. Maloes, and W. from Pettit Bay Fort on the S. of that place.

GREAT Bank of Newfoundland, the extreme N. point of which is in about 50 deg. 10 min. of N. lat. and the S. point in about 41 deg. of N. lat. is of variable breadth, and of a form very irregular. The long. at the N. end is about 49 deg. 40 min. W. and at the S. end 52 deg. W. but both of them run out with a narrow point, particularly

larly on the N. On the S. the bank preserves a greater breadth, and the extreme S. point is called the Bank Tail, turning off westerly with a kind of hook. At this end also it has two points, which are shorter than at the northern extremity; the other of these points lies in about lat. 41 deg. 50 min. N. and long. 53 deg. W. The bank has various depths from 24 to 66 fathoms upon it; but along the E. side there is 75, 90, and in one place 120 fathoms, about the middle, and between the Jaquet Bank and the Great Bank. The Flemish Cap, or the outer bank is in about 45 to 46 deg. only of W. long. but it is small, and there is no ground to be met with between it and the E. side of the Great Bank.

GREAT Bank of Bahamas. See BAHAMA Banks.

GREAT Isaac, in the Bahamas, the N. part of which is in lat. 26 deg. 3 min. N. and long. 79 deg. 43 min. W.

GREAT Road of Toulon, is the outer road of that port on the S. coast of France. It is without the points of land, on which the Equilette or Eagle tower on the W. and the point of the Great tower on the E. commands the entrance; and the outer limit is comprehended between Cape Brun on the N. E. and the peninsula of which Cape Cepet is the S. point on the S. W. It has anchorage almost every where towards the S. shore, and near Fort St. Louis on the N. shore.

GREAT Sound, within the S. W. end of the Bermudas or Summer Islands, is a spacious inlet within the arm or hook at that part of those islands, of the entrance into which we have given some account under the article of George's Bay, which lies at the bottom of this sound. See GEORGE's Bay.

GREEN Bank, to the southward of the S. coast of Newfoundland, is at the distance of 30 or 40 miles from it, and has generally from about 30 to 50 fathoms water upon it. In one place, due S. from Placentia Bay, on its S. side, we find that there is only 5 fathoms, according to the soundings noted in modern charts, and just without it there is 100 fathoms. It lies nearly parallel to the coast, extending almost as far E. as in a line with the S. E. angle of that island, but stretches out W. beyond the meridian of the Pierre and Miquelon Islands. Its breadth, though irregular, is from 40 to 50 miles generally; between which and the land

on the N. is from 60 to 100 fathoms, and off the E. end 75 fathoms.

GREEN Bay, or *Lough GREEN* Bay, near the S. W. part of Ireland, is nearly due E. from the Shellocks or Skeligs Rocks, and goes in northward from the N. entrance into Kilmore Sound. It is in the very bottom of the bay of Balliniskeligs to the E. and forms a good harbour, with very safe riding for many ships; but a S. W. wind blows right in, and causes a very heavy sea to tumble into it.

GREEN Bay, off which are the islands of St. Barbe, to the eastward of Cape Den, on the E. coast of Newfoundland, the S. point of White Bay in the Machigonis River. The bay is westward of St. John's Cape, which forms the W. entrance into Lady Bay, the coast here facing the N. and running on towards the E.

GREEN Bay, on the E. coast of Newfoundland, is near the E. point of the opening into Trinity Harbour; in the N. part of Trinity Bay, which runs in due W. It appears to be just within the point, which here turns from the N. short to the W.

GREEN Bay, or *Bay VERTE*, is also on the E. coast of Newfoundland, on the N. W. coast of Conception Bay, and consequently on the E. side of the peninsula between that bay on the E. and Trinity Bay on the W. It lies S. W. from Baccolan Island, which is a little eastward of the point of that peninsula. The S. S. W. point of this bay, at about 3 leagues distance, is called St. William's Point.

GREEN Bay, or *Bay VERTE*, on the coast of Nova Scotia, is between the main and St. John's Island, running in W. nearly from the S. point of the island, and the most westerly part of the sound between them, within the S. point of Cape Tormentin. Chignecto Bay, on the S. W. comes up also so far into land, as to form here a very narrow isthmus of not more than 5 or 6 leagues across, if so much. It has various depths of water, from 10 to 3 and even 2 fathoms near the shore. See what has been said of the tides and the isthmus under CHIGNECTO.

GREEN Bay, an open bay so called, on the coast of Jamaica, under the Salt Pond Hill, on the larboard side of the entrance of Port Royal Harbour, and to the N. N. W. of the Salt Pond Reef,

on which is but 12 feet water, and interspersed with rocks. There is 7 fathoms off the coast, under the shelter of the hill.

GREEN Castle, on the starboard point of the entrance into the harbour or lough of Londonderry, on the N. of Ireland, the larboard or E. point being called Magillan's Point, which are but a mile distant from each other. To come to this lough from the eastward round the sand called the Tuns, keep a sufficient distance till a small sandy bay on the W. side is discovered, and brought even with the N. point of the river under the high land, so as to be open of the point. Sail in so till the ship comes in by the land, when she may run along S. W. right against Green castle. But in coming from the westward or northward, run boldly along shore without fear, and about the point, upon the lead, without coming near the town. In coming by Green castle, a ship may anchor there, when White castle can be seen without the point of Green castle, and ride safely. But to go up to the Green castle, run along to the W. shore by the lead, and flun an oyster-bank that lies upon and begins about Red castle, stretching along the shore.

GREEN Coast, on the coast of Africa, is to the N. of Point Palmar or Palmeirinho. It is near the S. part of the coast of Angola, the point being in lat. 9 deg. S. and long. 13 deg. 40 min. E.

GREEN'S Cove, opposite to which is the anchoring place in 14 fathoms, about a league at W. by N. from the S. point of Torbay, on the E. coast of Newfoundland.

GREEN Harbour, is one of the many ports between Point or Cape de l'Heve and the S. W. extremity of Nova Scotia. It is on the eastern coast of the island between Bear's Port to the northward and Port Ich to the southward, the general tendency of the coast being nearly to the S. W.

GREEN Island, within Stronfa Frith, amongst the Orkney Islands, is to be left on the starboard side, as Shapinsha is on the larboard to go into Wire Sound; after which ships are to sail between the three islands of Wire, Eglesha, and Rowfay, the three islands forming a good road, called Wire Sound.

GREEN Island, at the N. end of Bra-

sey Sound, or North Sound, in the Shetland Islands, which ships going out to the northward must pass, there being a good channel between it and Beoster Island, out at the N. end, quite into the sea.

GREEN Island, on the N. coast of France, is about 4 miles at S. by E. from the easternmost of the Seven Islands so called, and 4 miles W. from the Island of Gueltas. There is good anchorage between it and the main, but there are rocky islands on the W. side of the island close to it, stretching away to the northward towards the channel that lies between it and the Seven Islands. But there is 18 or 20 fathoms water within a mile of it to the westward. The flood tide here sets to the S. E. from the Treacle Pots.

GREEN Island, a small island on the coast of St. Lawrence River, is to the northward from Tadoussac Port along the coast, which with several islands line the shore to the N. E.

GREEN Island, on the E. coast of Newfoundland, without the peninsula which forms Conception Bay, being a small island eastward from the S. point of Witte's Bay, and southward from the Bulls and Gulli. This island, called Green Island, is 2 leagues to the S. S. W. from Bonaventure Port; it may be seen in clear weather as soon as a ship is out of Trinity Harbour. But there is another nameless island without at 4 or 5 miles distance from the port, in the direction of S. W. by S. Perhaps it may have the name of Stone Island, between which and Green Island there is a safe channel for ships of any depth, and a bold shore, in going from Gull Island to the Harbour of Bonaville. It is in lat. 50 deg. 46 min. to 51 deg. N. and long. 55 deg. 42 min. W.

GREEN Island, is a small island near the shore, almost within the S. W. end of Long Island, and extending that way towards the N. E. extremity of Sullivan's Island, near the entrance to Charlestown, on the coast of North America, under the N. shore of the main. There are several sands, with small channels between them for boats, and that near the point of Sullivan's Island, has 7 feet at low water, from the S. W. end of Long Island towards the W.

GREEN Island, at the E. end of the Island of Antigua, in the W. Indies, is without the S. E. point of Nonfuch Harbour.

Harbour. There is a channel into the harbour between the W. end of this island and the main, and 5 fathoms water through it; this is the best passage into it, as on the N. side of the island the road is foul and full of rocks, neither is there more than from 6 to 8 feet water, except in one place, where it is very difficult. Willoughby Bay is near 2 leagues to the S. W. from it.

GREEN Islands, in Prince William's Sound on the N. W. coast of America, have anchorage to the S. E. of them in 21 fathoms over a muddy bottom, and about 2 miles distant from the shore of Montagu's Island. There is a channel between these islands of 2 or 3 leagues broad, and from 34 to 17 fathoms in depth. The anchorage is to the W. of Montagu Island.

GREEN Islands, are 3 small islands so called, lying off Cape Disappointment, in S. Georgia, which Cape is to the S. W. from Cooper's Island. The variation near this coast is a little more or less than 11 deg. E. Pickersgill's Island lies off about 9 leagues to the N. 60 deg. W.

GREEN Island, is about half a league from the S. E. side of Wallis's Island, which lies at the N. W. point of Gower Harbour, and about half a league from it. They are near the S. E. point of New Ireland, in the S. Pacific Ocean.

GREEN Island, on the N. E. coast of New Holland, or New S. Wales, is 3 or 4 leagues to the N. by E. half E. from Cape Grafton. It lies off a bay that is 3 miles to the W. of it, in which is anchorage in 4 fathoms at S. 35 deg. W. from the island, when the E. point of the bay bears S. 74 deg. E. and the W. point S. 83 deg. W.

GREEN Key, a small island so called in the W. Indies, amongst the Bahama islands, the S. part of which is laid down as in lat. 25 deg. 17 min. N. and long. 77 deg. 9 min. W.

GREEN Point, on the coast of Africa, between which and Penguin Island, at a small distance due W. from the main, ships sometimes work into Table Bay, at the Cape of Good Hope, with top-sails close reefed, when there is a strong gale, and hard squalls, with the wind at S. S. E. This, however, is deemed a bold undertaking, and such as the Dutch never attempt in such a gale.

GREEN Point, on the coast of Nova

Scotia, in North America, is to the S. W. from Cape Canso and Bar Haven. It is a haven on its S. W. of which the W. point is known by the name of Cape St. Mary.

GREEN Point, on the W. side of the peninsula near the S. end of the Island of St. Christopher's or St. Kitt's in the W. Indies, to the southward of the bay called the Grand Gullet. It is there the most westerly point, from whence the coast again falls away to the eastward about 2 miles or a little more to the extreme S. end of the island.

GREENLAND, or W. GREENLAND, which is frequently known by the name of Old Greenland, is of very great extent. It stretches nearly N. and S. on the E. side of Davis's Straits and Baffin's Bay, its most southerly point being Cape Farewel, which is due W. from the Orkneys about 40 deg. of long. in the lat. of about 59 deg. and a half. This cape is in long. 42 deg. 42 min. W. and there is an island off it, from whence the coast trends to the N. E. then N. and again to the N. E. and this has frequently been called E. Greenland, being the E. side of the same country, before the discovery of Spitzbergen, which is now commonly so called, and sometimes GROENLAND, which see. The W. side of it along the E. coasts of Davis's Straits and Baffin's Bay, extends from lat. 59 deg. 38 min. to about 78 deg. N. The inhabitants of the country are barbarous, and live in winter about eight families together, in a very dirty beastly manner, in narrow low huts and caves; but their summer habitations consist of slight tents, made of the skins of sea dogs. The Danes claim the sovereignty of the country, and have taken some pains by missionaries to civilize them; but the fishery along the coast seems to be the only valuable thing about this dreary country. It seems to extend from about the meridian of London to near 50 deg. of W. long.

GREENOCK, is a considerable town of Renfrewshire in Scotland, and properly is the sea-port to the city of Glasgow, on which its trade principally depends, and is very fast improving in magnitude and importance. It is situated near the mouth of the Clyde, and is a place of great resort for ships. It has a considerable share in the herring fishery, and within the last 30 years the town is very

very much improved. The harbour is defended by a fort at the W. end of the town, which is in lat. 55 deg. 54 min. N. and long. 4 deg. 29 min. W. and is 22 miles to the W. from Glasgow.

GREENWICH, in the county of Kent, is on the S. shore of the River Thames about 5 or 6 miles below London. Exclusive of other remarkable occurrences in its history, a new palace was begun to be erected by King Charles II. on the banks of the Thames, the first wing of which, at the expence of £.36,000, was finished in his life-time, and is now the first wing of the hospital towards London. King William III. granted it, with 9 acres of land appertaining thereto, in 1694, to be converted into a royal hospital for old and disabled seamen, the widows and children of those who had lost their lives in the service, and for the encouragement of navigation. It was, in consequence of this grant, completed in a most magnificent style, according to the original plan. Much ground has been since appropriated to it, to execute the various purposes of the charity.

The front of the building towards the Thames consists of two ranges of stone buildings, with the ranger's house in the centre of the area, but detached from any part of the hospital. These buildings perfectly correspond with each other, and have their tops crowned with a stone balustrade. The buildings which face the area correspond with them, though in a finer and more elegant style, and have domes at their ends, which are 120 feet high, supported on coupled columns. Under one of these is the famous painted hall, which is so admirably executed as not barely to deceive the eye, but almost the hand; so that persons will scarcely believe the demonstration acquired by feeling, when they see the paintings on a plain surface representing in so striking a manner, the appearance of fluted pillars, locks and keys of doors, windows with reflected lights, &c. Under the other dome is the chapel, which was accidentally destroyed by fire on the 2d of January, 1779, by which the dome at the S. E. quarter of the building was totally consumed, with the chapel, the great dining hall, and 8 wards, containing the lodgings of near 600 pensioners. This chapel was allowed to be the most elegant in the world before the time of this accident. The dome was

rebuilt about 6 years afterwards, but the whole damage has been since that time gradually repairing. After this serious accident, the painted hall was used as the chapel, for divine service, to which there belong two chaplains, with handsome salaries and apartments in the hospital; besides which they are usually directors.

Every seaman in the royal navy, and in the merchants' service, pays sixpence a month to support this hospital; which is deducted out of the pay of all sailors, and delivered in at the dispensary receiver's office on Tower-hill. There are sometimes near 2000 old or disabled seamen, and near 200 boys, the sons of seamen, who are instructed in navigation, and brought up for the service of the royal navy. But there are no out-pensioners. The allowance to each mariner is 7 loaves weekly, of the weight of 16 ounces each, with 3lb. of beef, 2lb. of mutton, a pint of pease, a pound and a quarter of cheese, 2 ounces of butter, 14 quarts of beer, and 1s. a week for tobacco money. But boatswains are allowed 2s. 6d. a week for tobacco money, their mates 1s. 6d. and other officers in proportion to their rank. Every common pensioner also receives once in two years a suit of blue cloaths, with a hat, 3 pair of stockings, 2 pair of shoes, 5 neckcloths, 3 shirts, and 2 night caps. Out of the money given for shewing the painted hall, which we have just mentioned, and which all strangers make a point of seeing, only 3d. in the shilling is allowed to the person who shews it, and the rest goes to a fund for maintaining annually 20 poor boys, who are the sons of seamen that have been either slain or disabled in the service of their country. The first admission of seamen into this hospital was in the year 1705, when 100 disabled seamen were entered on the foundation; and in the paintings of the four seasons on the ceiling of the painted hall, visitors are told that the figure of Winter is an exact likeness of one of the first pensioners, if not the very first, who was so called, and lived there to a very great age.

Cape GREGA or GIRGA, near the S. E. part of Cyprus Island, in the Mediterranean, is a distinguished projecting point, nearly W. from Tripoli, on the coast of Asia, and about S. S. W. from Cape St. Andrea, the eastern extremity of that island. The cape runs out a very long

long way into the sea to the S. E. to the northward of which about 3 leagues and a half is the city of Famagusta, having a port. From Cape Grega to the S. point of Scanderoon Bay, heretofore called Alexandretta, in the N. E. angle of the Levant Sea, it is about 37 leagues to the N. E. In sailing from this cape to Tripoli on the Levant coast, allow for the leeway made by the strong current which sets northward, and keep well to the southward.

Porto GREGO, is a small haven on the Island of Lessina, in the Gulf of Verice, between Porto Palermo and the Haven of Lessina due S. from it. A ship may here lie moored to a rock, and be safe from all winds. Before the entrance into these havens there are many small islands, amongst which, though ships may anchor, it is not advisable to bring up, as the ground is generally foul, and the depth from 30 to 35 fathoms. There are also many good roads and havens among the other larger islands, so that it is unnecessary to run any hazards in such doubtful places. The town of Lissa, which is only 6 leagues at N. W. from Lessina, on the Island called Lissa, is nearly due S. from Spolato, on the coast of Dalmatia.

St. GREGORIE's Bay, or *GREGORY's Bay*, on the W. coast of Newfoundland, and consequently within the Gulf of St. Lawrence. It used to be much frequented by the French, though they had not the possession. It is large enough to receive any number of ships, being well covered from southerly, northerly and westerly winds.

St. GREGORIE's Sound, is the passage between the middle island and the westernmost of the Islands of Arran from the southward into the Bay of Galway. It is the best of all the channels from that part, being clear on both sides, and deep. This channel is about 13 leagues at N. N. E. from Loup's Head.

GREGORY Bay, in the Straits of Maghellan, is to the N. E. from the N. entrance of the Second Narrow, having the cape of its name to the N.

Cape or Point GREGORY, is to the N. of Gregory Bay, in the Straits of Maghellan. It is 25 miles at W. quarter W. from the S. end of the Narrows, and N. E. near three quarters E. from Sweepstakes Foreland, a little more than 12 miles.

Cape St. GREGORY, on the coast of

Newfoundland, is in lat. 49 deg. 23 min. N. and long. 58 deg. 23 min. W. The variation of the compass here is 23 deg. 40 min. W.

Cape GREGORY, on the N. W. coast of America, is in lat. 43 deg. 30 min. N. and long. 124 deg. 3 min. W.

GRELETS, or *MANKIER's Banks*, are a cluster of high rocks, close to each other, and forming all together a groupe of 7 or 8 miles in compass. Most of them are under water. They lie in the fairway between the Island of Jersey and St. Maloes. In these seas, no persons should venture without a pilot.

Cape GREMIA, on the Archipelago, is in lat. 40 deg. 33 min. N. and long. 26 deg. 20 min. E.

GREMORE or *GRENORE Bay*, is at N. W. by W. from the Tuskar rock, on the N. side of the N. E. point of Ireland, and without the peninsula that runs up due N. to the S. point of the entrance into Wexford Haven. Turn round the N. E. point from Carnaroot, so as to avoid a shoal that runs off towards the E. S. E. on the S. side of that point, in a N. W. direction till the bottom of the bay is fairly open at W. or W. by S. when a ship may run along shore nearly and anchor any where in from 7 to 9 or 10 fathoms.

GREMORE Point, is the E. point of Gremore Bay, and about half a league to the N. E. from St. Margaret's Bay, which lies between it and Carnaroot or Carnfore Point to the S. W. about a league. It is not very high, but steep and flat at the top. The shoal which goes from this point about a quarter of a league at E. by S. is very full of small stones, and becomes dry at low water. The double land along this shore is a guide to avoid it; for by keeping the inner land, about a man's height in sight, above the outer, the passage will be safe. In the night come no nearer the shore than 6 fathoms, or 5 at the least, and not without 8 or 9 fathoms on the E. to avoid the sand called the New Ground, which has 10 fathoms close by it on the inside, and not more than 2 upon it. Keep the double land the same in going round the point, and steer N. till the said high land comes to the northward of the steep point of Gremore, keeping in view a mill which is near the said point, the top of which will appear just over the point. When the castle comes without the point, a ship will be fair with the bay,

bay, and by the lead may sail right in. This castle stands a little without the strand.

This mill may also serve for a mark not to come too near the shore, as well as to the shoal or reef. If a ship does not come so near as to lose the mill out of sight, but keeps off so far as to have it in view, she will be far enough from the shore and from the rocky shoal or reef; and when the said mill comes to bear S. W. and S. W. by S. from the ship, she will be past the said shoal, and may then steer away N. W. or N. W. by W. according as wind and tide may serve, into the bay. Or, a ship may run on N. till a long black house appears to the westward of Gremore upon the land, and then luff in towards the shore into 4 or 5 fathoms along by the reef, running in till the ship comes into 6 or 7 fathoms and soon alter into 8 or 9 fathoms. From hence it gradually shoals towards the shore. With a large wind a ship may continue sailing to the northward till another black house is seen without the point, to which she may then sail, and so go clear of the reef. To sail from Gremore Bay to Wexford, see WEXFORD. From the Tuskar Rock to Gremore is about a league to N. W. by W.

GRENADE or GRANADA Island. See GRANADA.

GRENORE Point, is a projecting point on the larboard shore of the haven of Carlingford, in going up the bay, which is situated to the eastward of Dundalk on the E. coast of Ireland. It must not have too great a birth, on account of a ledge of sunken rocks, which are about half a mile at N. E. from the point. Run up from this point at N. W. 2 miles and a half; because the shore is very foul and rocky towards Carlingford, though it runs in with a deep bay.

GRENORE Sound, &c. See GREMORE.

Cape GRENVILLE, on the N. E. coast of New Holland or New South Wales, is in lat. 11 deg. 58 min. S. and long. 142 deg. 22 min. E. Between this cape and Bolt Head to the S. E. is Temple Bay. Cockburn's Islands lie off the point, and Sir Charles Hardy's Islands are at E. half N. Bird Islands are 4 leagues to the N. W. from this cape.

GRESHOLM Island on the coast of Wales, is one of those which are situated on the W. side of the entrance of the famous harbour of Milford. Perhaps we

have already noticed it under the name of Gatholm, to the N. westward, near the coast of the main land. The Barrel or Borrel Rock, one of the Smalls Rocks or islands so named, is about a league to the W. and W. by N. from the Gresholm; the Hats, the other of the Smalls Rocks so called, is a league farther W. or 2 leagues from the Gresholm, between which is a channel of sufficient depth, but there is a rapid tide between them. It is high water there at half past 7 o'clock on full and change days.

Cape GREVILLE, on the N. W. coast of America, is in lat. 57 deg. 33 min. N. and long. 152 deg. 45 min. W.

GREY Head, on the coast of North America, is in lat. 41 deg. 23 min. N. and long. 70 deg. 35 min. W.

GREY Point, another name for Cat's Nose, on the coast towards Archangel. See CAT'S NOSE.

GREY Rock, on the coast of Cornwall is about 3 or 4 miles at W. by S. from the Deadman, and about a mile from the shore, and appears above water. It is also about 7 or 8 miles to the N. E. from Falmouth Harbour.

GRIFO Bank, is a sand which appears above water, and must be left close on the larboard side at the S. E. channel or passage into the harbour of Acapulco on the W. coast of Mexico, on the North Pacific Ocean. Keep close to this island to sail in, and run very hard up with a little point which lies just by it, and the town within will soon be discovered.

GRIM's Islands, in the Western Ocean, are in lat. 67 deg. 13 min. N. and long. 22 deg. 37 min. W.

GRIMAUD Gulf, is to the S. W. from Frejus Gulf on the coast of France in the Mediterranean. It turns in short to the W. from Tropez, which is due N. from Cape Taillar, at N. E. from the Hieres Islands. It is sometimes called GRIMAUD and GRIMAULT, which are but trifling deviations. The town of its name formerly stood considerably nearer to the sea, and gave name to the gulf or bay, which is now more frequently called the bay of Tropez. The point behind which this gulf is situated is low and crooked, and when this point is brought at S. W. the town of Grimaud will come open, and appear close upon the strand, having two castles one opposite to the other.

GRIMINGTON. See GANTE Bay.

GRIMSEAY, or GRIMSEY, sometimes called

called *New GRIMSBY*, is a road, or rather a small cove between the island of Tresco and the island of Bryer, near the N. end of them. These are two of the Scilly Islands. To go into this place there is no danger, but it is narrow and only fit for small vessels; and the anchorage is before the castle in from 5 to 7 fathoms at low water. Towards the middle of these islands it falls dry.

Old GRIMSBAY or *GRIMSBY*, from the place of its name in the island of Tresco, is at the N. end of that island, and is a place where small vessels may ride. There are two channels in and out, but they are very narrow and cannot be attempted without a pilot.

GRIMSBY, on the Lincolnshire Shore of the River Humber, is almost due W. from the buoy of Clynes; but the course is W. by N. till a ship is before the entrance of the port, not far from the edge of the sand. The buoy is 4 miles to the W. from the Spurn Lights. In the road before Grimsby is good anchorage below the beacon in from 7 to 9 fathoms. It had formerly a harbour, which, from neglect, has been choaked up, so that no ships of burden can now enter it; and its trade is now chiefly confined to coals and salt. It is said to be the second, if not the very first town, to which a charter of incorporation was granted in England. It is situated in lat. 53 deg. 54 min. N. and long. 0 deg. 6 min. E.

GRIO Cape, is the S. W. point of Asia, near which ships must pass in the way from the island of Rhodes to the island of Stantio, to anchor in the road of Stantio. The island of Rhodes is 10 leagues to the S. E. from it.

GRIPSWALD, on the Baltic Sea, on the coast of Germany, is in lat. 54 deg. 4 min. N. and long. 13 deg. 43 min. E.

GRISTLE, a sand in the entrance to the harbour of Harwich, after passing Languard Fort, at going in on the starboard. It lies nearly in mid-channel, directly across from Harwich Point to the opposite shore. To avoid this, and the Guard which runs out from the point of Harwich towards the Gristle, so as to leave but a very narrow channel between them; keep along the eastern shore, so as just to avoid the Glutton, till Dover Court Church, which is behind Harwich, comes open to the N. of the town; a ship may then run in safely, and anchor any where off the town in 5 fathoms. If a

ship should by any means run on shore within the harbour, she can take no harm, as the shore is all a soft ooze.

Cape GRIZNEZ, on the N. coast of France, is about 4 leagues from Calais, about W. S. W. half S. and from it to Boulogne is 3 leagues to the S. nearly, and is in lat. 50 deg. 51 min. N. and long. 1 deg. 40 min. E.

GROA, or *GRAY*. See *GRAY*.

GROENLAND, otherwise called *EAST GREENLAND* or *SPITZBERGEN*, is an island of a very irregular form. The S. point, or *Cape Lookout* is in lat. 76 deg. and a half, and has *Foul Sound* to the N. E. of it, as *Witches Island* is to the E. There are several rocks or islands off the S. point, and *Hope Island* at the distance of several leagues. There is a large island to the N. of *Foul Sound*, called the *N. E. land*, which extends from the lat. of 79 deg. to 81 deg. N. There are islands off the coast all round the northern part, and within the passage on the W. side, next to *Spitzbergen Island*. The *Seven Islands* and *Purches Island* are on the N. W.

Point Desire, in about 80 deg. of N. lat. is the N. end of *Spitzbergen*. There is a deep inlet on the W. side from it down to the S. for more than a degree, which cuts the land so that there is only a narrow isthmus between the bottom of it and *Foul Sound*. Off the N. W. point of *Spitzbergen* there are several small islands, and to the S. W. of that a small inlet, known by the name of *Smith's inlet*. Farther to the S. is *Cross Road*, at the N. end of the long and narrow island called *Charles Island*. *Bell Sound* is at the S. end of this island, and contains several creeks. To the S. of that is *Fair Haven* in about 78 deg. of N. lat. and to the S. of that is *Horn Sound*, which is N. W. from *Cape Lookout*. About *Bell Sound* the land is very high.

The E. side of *Groenland*, opposite to *Iceland*, is inaccessible, and consequently unknown, by reason of the prodigious floats of ice, and the very high mountains of it, with which the sea is covered. We are told that there are no perceivable tides in these seas, but that the current sets always rapidly in one direction; this is agreeable to the general principles of the tides, as we have laid down in the Introduction. On the contrary, it has been said, that Mr. Paul Edge, the missionary from Denmark, found the tides

to be very high; that they were very strong after the new and full moon, and rose to 18 feet; and that during these tides, a great many springs appeared, which either dried up or ceased to flow as the tides become lower. As we shall not attempt to reconcile these very opposite accounts, we think it necessary to lay them both before our readers, for the observation of those who shall in future visit those seas.

Those fishing ships which may at any time anchor near the ice, must be cautious whenever a thaw happens, to shift their station, lest they should be crushed to pieces by its broken floats.

GRONESSE Point, otherwise wrote **Cape GROS NEZ**, is the extreme N. W. point of the island of Jersey, within which to the E. on the N. shore is a bay. There is a castle on this point of land, called Gronesse Castle.

GRONINGEN, in the state of the Low Countries of that name, has a very commodious port, into which ships come with great ease, by means of a canal, the sides of which are lined with large stones. It is 3 leagues from the sea, and is watered by the River Hunes that runs through to the sea northward; and the Dumster runs eastward from it into the River Ems. It is situated in lat. 53 deg. 10 min. N. and long. 6 deg. 31 min. E.

GRONVILLE Bay, to the S. of Cape Barfleur, on the N. coast of France, is within La Hogue Point. From hence the coast falls away to the E. of S. to Carentan, in the S. W. angle of the spacious inlet of the coast between Cape Barfleur on the W. and Cape Anser or Antifer on the E.

GROSS Island, on the E. coast of the island of Newfoundland, is a little to the N. westerly from Red Castle Point, betwixt that and Little Mestre Bay, which is S. from St. Julian. Belle Island is contiguous to it near the land.

GROSSA Island, an island of the coast of Dalmatia in the Adriatic Sea or Gulf of Venice, near the coast of the country of Zara. It is about 50 miles in circumference.

GROS NEZ Cape. See **GRONESSE**.

GROTON, is a place of Connecticut in New England, near the sea coast, on the E. side of the River Thames, opposite to New London, across the mouth of the bay of that river. It is a place of considerable extent, and is well situated for commercial purposes.

GROUPS, a chain of sands or banks so called, off the E. coast of Ireland, extending from a little to the N. of the Tuskar Rocks, near the S. E. angle of that kingdom, almost to the entrance to Dublin Harbour. The first of them from the S. is called the New Ground, and is between 2 and 3 leagues in length, lying nearly in the direction of N. N. W. its N. end being E. a little northerly from the entrance into Wexford Harbour, and about 4 miles distant. Between this and the next to the N. called the S. Ground is a channel of about 2 miles. The S. Ground lies nearly N. N. E. near 3 leagues in length, and almost one in breadth, being broader than the New Ground Sand. Another channel of a mile or something more is now met with, from the N. end of it to the Middle Ground Sand. In this channel there is from 20 to 15 fathoms till a ship is within the sand, when there is only 10 fathoms along the sand to the southward. Through this channel is the passage to Donaghmore. The Middle Ground Sand is between 3 and 4 leagues long, and extends nearly N. but is somewhat tapering towards the shore on the outside of it near the N. end. The channel between this and the N. Ground is about half a league broad, and goes in nearly at N. W. to Arklow. The S. end of the bank of the N. Ground lies bluff in the direction of N. W. and S. E. from which it extends nearly due N. almost 5 leagues. Here is another channel, which opens to Wicklow of betwixt 2 and 3 miles in breadth, having from 8 to 10 fathoms water. From hence another sand, called also the N. Ground stretches out almost 5 leagues due N. from the extreme end of which Dalkey Island bears about N. W. by W. It is somewhat more northerly than the haven of Bray on the coast.

GROUP'S Islands, in the S. Pacific Ocean, extend about 9 leagues from N. W. by N. to S. E. by S. The two largest of them are separated by a channel of half a mile broad, each surrounded by smaller islands, which are joined by reefs under water. Some of them are 10 miles long or upwards, but none above a quarter of a mile in breadth. The S. easternmost of them is in lat. 18 deg. 12 min. S. and long. 142 deg. 42 min. W. The W. end of Bow Island is about 25 leagues at E. half S. from this island. They have been laid down as two groupes, of which one is placed in lat. 18 deg. 6 min.

min. S. and long. 142 deg. 45 min. W. and the other in lat. 17 deg. 58 min. S. and long. 142 deg. 54 min. W.

GROVAIS Island. See GRAY.

GROVILLE Bay, at the E. end of the island of Jersey, near the S. E. point, has the point or rock of that angle on the S. and the point of Mount Orgueil Castle on the N. It is a tolerably spacious bay, but contains some rocks.

GROWA, on the W. coast of Africa is a league due E. from the mouth of the small river of Cavalia. It is a negro town, and has before it 5 or 6 large rocks, by which it is known. Several of them lie under water, and are therefore dangerous; but the sea breaks upon them, so as to discover where they are, and serves as a mark whereby to know the town. There is good riding beyond those rocks in from 17 to 18 fathoms. The coast from this town of Growa draws in to the northward, trending away E. N. E. to Taba, another negro town. Growa is 11 leagues nearly at E. N. E. from Cape Palmas.

GROY Island, on the N. E. coast of Newfoundland, is situated in lat. 50 deg. 56 min. N. and long. 55 deg. 35 min. W.

GROYNE, otherwise called CORUNNA, a sea port of Spain. See CORUNNA.

GRUNE Bank, is nearly W. from Cape Carteret on the coast of France, and N. E. from the island of Jersey, and E. by S. from Guernsey Island. It is between 4 and 5 miles from the nearest part of the shore, and ships may leave it on the starboard in going to the southward, steering a little to the E. of S. so as to pass the Fell Bank off Portbail Haven on the larboard.

GRUNE, or *Chapel* of the GRUNE, is a remarkable point of land, on the coast of Cumberland, near Skinburn Nefs, and the S. W. point of the entrance into the Moricambo, as Bowness is the N. E. point. It is near the entrance to the Solway Frith, and perhaps may be deemed the point of that entrance, and is a remarkable headland, but has a low beachy coast.

GRYPS Sound, is one of those sounds and places on the coast of Norway, between Stemmeshest and Drontheim, at which pilots may be had. All description would fall short of the necessary information for working a ship through such a long range of islands and rocks,

as are every where scattered on this coast.

GUABACA, perhaps the same with GUAXACA. See GUAXACA.

GUACO, on the coast of Peru in South America, and on the S. Pacific Ocean, is to the northward of Lima, and is due N. about 7 leagues from the Rock Maltessi, or the outermost of those called Partridge Strand. Between these is the harbour of Salinas, but it affords nothing except barely for a shelter in case of necessity. The land is low and flat on this part of the coast next the sea, and the mountains beyond appear like clouds.

GUADALAVIAR River, in Spain, was known to the Romans by the name of Durias. It rises on the confines of Aragon and New Castile, and after a course to the eastward through Valentia, falls below that city into the Mediterranean Sea.

GUADALAXARA is one of the three governments of Mexico or New Spain, on the W. coast of America, on the N. Pacific Ocean, to the N. W. from Acapulco, from about 20 deg. of N. lat. to the northward. It is also called New Galicia, and has Panuco on its E. and S. and New Mexico on its N. It stretches along the E. coast of California Gulf for 200 leagues to the N. W. This is divided into several provinces, one of which is called Guadalaxara Proper, a small part of which only is bounded by the sea on the W. The city of its name is up the River Barania, which flows down to the westward from the city of Mexico, and below the lake of Mechoacan, being a very rapid stream. About 4 leagues from the city of Guadalaxara is a very high fall, after which it hastens into the Pacific Ocean. The lake of Chapala is to the southward of the city, said to be 40 leagues in circuit. The city lies in a plain which is not only watered by this river, but by several brooks and springs that render it productive of great store of corn and grass. There is a prodigiously high mountain about 5 leagues from it, which is so steep that no beasts of burden can climb it; and all the other mountains about it are craggy, and full of large pine and oak trees. It is in lat. 20 deg. 51 min. N. and long. 108 deg. 20 min. W. The river is no where fordable, but must be crossed in boats.

GUADALOUPE Island, is a large island

island of the Caribbees, amongst the Leeward Islands, and situated between the islands of St. Domingo, Marigalante, Deseada, and Montserrat. It is in the form of a half moon, and is divided into two parts by a narrow strait called Riviere Sale, or the Salt River; at which place the land is not above 4 miles in breadth. By this strait the sea on the N. W. communicates with that on the S. E. and the N. W. part of the island is about 60 miles in length and 24 in breadth, and about 148 in circumference. It is divided into the districts of Basseterre and Cabelterre, the latter of which names denotes the Head of the land, and is so called because it lies open to the trade-wind; but the former, or that of Basseterre is under the wind. The eastern branch is called Grandeterre, the reason of which it is not perhaps very easy to ascertain, as it does not contain more land than the other, and its shape is much more irregular. It contains a very good soil, and is every where well watered near the sea by rivulets that fall from the mountains, especially in the part called Cabelterre.

The burning mountain, called by the French, by the name of La Soufriere, and by the English Sulphur Mountain, is a very great curiosity, and is situated in the S. part of Cabelterre; as is the Pike or Piton, which is elevated above the rest of the mountains, and is 24 yards high and 160 in circumference, being a heap of large white calcined stones, on the top of which is a mouth of about 36 yards in diameter. The edges of this aperture are covered with large stones, mixed with ashes and pieces of sulphur; from which there frequently proceeds clouds of smoak that are very black and sulphureous, and mixed with sparks of fire. The negroes often go in quest of the sulphur, which they purify and sell. There are some other places also that continually send forth smoak with sparks of fire; notwithstanding which the air near them is very cold.

This island is about 25 miles to the N. W. from Marigalante, and 65 to the N. from Martinico or Martinique. The two bays on the two sides of the island are known by distinct names, at each mouth of the Salt River; that on the N. being called Grand Cul de Sac, and that on the S. Petit Cul de Sac. The river is of variable breadth from 300 feet at

the N. entrance to less than one-third of that breadth; it has also as great a difference in depth, in some parts water sufficient for vessels of 500 tons, and in others scarcely enough for those of 30 tons, or, as others say, 50 tons. This is a smooth and clear stream, and for the most part its banks are finely shaded with mangroves.

The Grand Cul de Sac contains a basin of 5 or 6 leagues in length, from the point of Grosse Morne in the Basseterre, to the point of Antigua in the Grand Terre; and it is nearly 3 leagues broad in the broadest part, and not less than one league broad in the narrowest. It has safe riding for ships of all rates. The productions of the island of Guadaloupe and its dependencies, were estimated 20 years ago to amount to 46 million pounds of sugar, besides 21 millions of coffee, 320 thousand of cotton, and 8 thousand of cocoa.

The extent of this island may be stated nearly to be, from lat. 15 deg. 59 min. to 16 deg. 40 min. N. and in about 62 deg. of W. long.

GUADALQUIVER River, is a large river of Spain, formerly called PERCA, and in times still earlier BOETIS and TARTESSUS. It has a long course from Corduba to Seville, but it is very small; and from the last mentioned city to its mouth, it is navigable for large vessels, though there are several sand-banks in it. A small lake is formed by it below Seville, and it falls into the sea about 8 leagues to the N. W. from Cadiz. This river is 17 leagues at S. E. or nearly so from St. Michael's, or probably more easterly. It is frequently called the river of St. LUCAR, and sometimes the river of SEVILLE; and to sail into it, keep along by the red sand hill, till the town of St. Lucar come in sight at about E. S. E. To the eastward of the town there is a white cloister against the high lands, and on the high land a large tree; this must be brought on the N. side of the said cloister, so that a person may almost see betwixt them, but not over the cloister. By keeping them in this position, ships may sail right in with them, and pass clear of the rocks; there will be upon the shoalest, and at low water neap tides about 3 fathoms and 22 feet only or scarce 4 fathoms at high water.

When the castle of Sibiona on the S. point of the river and the church begin to

come

come in one, a ship will be near the first rocks or shoals; and when the church and castle are right over one another at S. W. then is a ship upon the shoalest of them. As soon as the castle and church open again, there will be deeper water, so as to be in 3 fathoms and a half or 4 fathoms at neap tides and low water. Sail in along upon the marks of the cloister and tree, particularly regarding not to bring the tree over the choir at the S. end, as that will lead a ship close to the rocks, but rather to bring the tree a little to the northward of the cloister, as a ship cannot be easily hurt by the red sand-hills, she may borrow of them by the lead in 3 or 4 fathoms.

To the eastward of the town a mill also will be seen; this must by no means be brought over the round cloister which is a little to the eastward beneath the town, but kept asunder about the length of a handspike, and by this mark a ship will sail in the best depth. If the mill and the round cloister should come together, ships will then certainly come upon the rocks or shoals; but when they are within, over the shoalest, they may sail towards the strand of St. Lucar, till the river comes entirely open; by this course they will also avoid a reef that shoots off from the N. W. point of the entrance of the river. They may then sail along the shore, and anchor before a little church with crosses, that stand below on the sand hills, in from 5 to 12 fathoms at pleasure; and different ships or barks may also turn out by this channel, though it requires a good deal of care as it is not very broad.

There is a channel also by the land of Sibiona. To find it, sail within two cables length of the aforesaid land till a ship is within the second shoal; when she must edge off a little from the land till the marks before-mentioned of the tree and cloister come on, after which run up as aforesaid. The river is known by the red sand-hills that lie to the westward of it.

GUADALUPE, on the coast of Peru, in the S. Pacific Ocean, is a remarkable hill within land, that points out the situation of the coast. It is called the Sugar Loaf of Guadalupe, and is known at sea by a little break on the top. It distinguishes, with another high hill within land called St. Peter de Illoque, the coast of Pacasmayo or Parasmayo between the ports of Malabrigo and Cheripe; and

may be deemed as in lat. 7 deg. or thereabouts of S. lat.

GUADIANA River, on the coast of Spain is 17 leagues along shore about N. W. from Guadalquivir River, and 25 leagues in the same direction nearly from Cadiz. It falls into the sea near Ayamonte and Castro Marim. See AYAMONTE and GUADALQUIVER.

GUADILBARBAR River, is a river of Africa, which has its source in Mount Atlas, and, after running from S. to N. through the kingdom of Tunis, falls into the Mediterranean Sea near Cape Bona.

GUARO Island, is one of the Chiloe Islands, on the W. coast of South America, on the South Pacific Ocean. It is within the principal island so called, between which and the S. of the great island is a channel into a good road. This island is about 4 leagues in length, and has two great points, one of them stretching out to the N. E. and the other to the S. E. but the latter is foul, and has several shoals running out from it half a league to sea, on which several ships have been lost. It is necessary, therefore, to give it a birth of near a league, and to keep the lead going all the way. The middle of the island where the castle is, lies in lat. 43 deg. S. The channel between the main island and this island is both fair and deep; for it is not less than 10 leagues wide, and it is clean from side to side, having neither rock nor island all the way, so that ships may turn in it either up or down.

GUAGENDY River, behind the island of Large Sugar Houses, called Ilha de Grand Ingenios, on the coast of Brazil in South America. This is an island which lies behind Ilha Grande. The entrance of the river is at W. N. W. from the innermost island, where it falls into a large bay, into which several other smaller rivers empty themselves. In almost every part of the bay that is here formed there is very good anchorage in almost any depth; at the bottom of which to the W. N. W. is the city of Angra dos Reys. It is 53 leagues due W. from Cape Frio, and 33 from Rio Janeiro.

GUAIONA Island, or GUAYANA, sometimes called RUATAN or RATAN Island, is nearly due W. from the island of Guanaja or Benaka off the N. point of Cape of Honduras, about a degree of long.

GUAM Island, is the chief or principal of the Ladrone Islands, in the N. Pacific or eastern Indian Ocean, in lat. 13 deg. 21 min. N. and about 143 deg. of E. long. There are several Indian villages on the W. side, on which there is anchorage also about a mile from shore in 12 fathoms. A large cove is about the middle of it. The island is about 40 leagues round, and lies in the direction of S. W. and N. E. and it has two rocks or small islands on its N. and N. E. When this island was first discovered, it was supposed to contain 30,000 inhabitants. Ships from the W. coast of America usually touch here for provisions. The S. W. part of this island is high and mountainous; but the N. E. is low. On the first discovery of this island, ships should keep a good lookout; because they may probably see the farthest part of the island first in coming from the eastward, and be aground upon the nearest before they are aware of being near the coast, especially in the night. Saypan or Sarpana, about 8 leagues to the N. E. is usually made first in this course.

GUAMA, a town so named, on the W. coast of Mexico, in lat. about 15 deg. 20 min. N. between the island of Itata and Point Artela, which are seven leagues asunder. It is about a league within land.

GUAMA River, opposite to the island of St. John, on the N. W. extreme of the coast of Brazil, empties itself into the great river Amazons.

GUAMBACHO, a harbour on the coast of Peru in the S. Pacific Ocean, in lat. about 7 deg. 20 min. S. is between Port Cazma and Ferrol, which are 11 leagues asunder. On this coast are several small islands, and bays that cannot be discovered at a distance, but shew themselves on a nearer approach, because the points project out before one another. To anchor at Guambacho, remember that there is a small rock under water to the windward of the hill called el Morro, and when a ship is within the headland, broken land will be seen on the starboard side; then steer right in, and come to an anchor over against a hill. Or, a ship may go farther up on the same side, and anchor where there are some great spots on the land; but a hawser must be carried ashore in both situations, because there are strong flaws of wind from the hills.

GUANA Cove, on the N. W. side of the island so called, near the N. E. coast of the island of Antigua in the W. Indies. See **GUANA** Island.

GUANA Creek, is on the starboard side of the channel up to New York, and at the W. end of Long Island, nearly due S. from that city, round a point of land, which separates it from the opening to East River. The heights of Guana are on Long Island, to the S. E.

GUANA Hill, on the island of St. Christopher's or St. Kitt's in the West Indies, near the S. part of the isthmus between Bennet's Bay and Turtle Bay towards the S. E. extremity.

GUANA Island, on the N. E. side of the island of Antigua in the West Indies, is a tolerably large island, in the direction of N. E. by E. from the coast of the main island. On both the N. W. and S. E. sides the sea is full of sands, and between the S. W. end and the main island is a channel called the Narrows, in which is only 3 fathoms, and at the N. end of it is a small island called Devil's Drop, nearly in the midst between the points. On the N. W. side, about two-thirds of the length from the N. end of the Narrows, is the cove of Guana, having on its N. E. a hooking sand-bank, but clear near the shore from the Narrows to it. There are two sands in this course, a little off from the shore.

GUANA Point, to the southward of Guana Hill, near the S. E. end of St. Kitt's, being the southern limit of White-house Bay.

GUANACOE Bay, in the bight or gulf of the bay of Honduras, on the coast of the Spanish main. It is on that part called Vera Paz, and runs in westward so as to form a large bay, in various parts of which are many small islands.

GUANAHANI, now called **CAT** Island.

GUANAJA Island, otherwise called **BENAKA**, is directly N. from Cape Honduras, the most easterly point of the bay of that name, on the coast of Mexico or New Spain. A train of islands run away from it to the W. and W. N. W. towards the bottom of the gulf. This island has also some shoals off from the N. W. side of it; and there is no road about it that can be recommended to persons unacquainted with the coast, nor can any pilots be had.

GUANAPE Cape, on the coast of Peru in the S. Pacific Ocean, is 7 leagues from

from Cape Chao, and about 9 leagues from Port Guanchaco. It is about half a league round the headland, encompassed by the sea, and though it is called a cape, is in reality an island. Ships bound to Truxillo frequently pass between the round hill called Morro de Guanape and the main; as it is a safe channel, and without any danger, though it is not large, and there is nothing to hurt a ship but what appears above water. The course to Truxillo is N. W. by N. and to Porto Santa it is 9 leagues S. E. as it is 9 leagues N. N. W. to Port Guanchaco; and in the midway between the two last is a large bay, a little to the southward of which, and without the cape of Guanape, is a great rock called Farellon de Guanape. Within this there is a small island towards the land, which also may be called a rock; and between these two there is a good channel, but not very broad, yet clean and safe, and having from 10 to 15 fathoms water. Ships may go through it by the lead, either one way or the other, with great safety, according to the state of the wind.

GUANAPE Island, is in the way opposite to the cape of its name, between Cape Chao and Port Guanchaco.

GUANAPO Rock, on the coast of Peru, on the S. Pacific Ocean, is very high, and with the Morro Malabrigo is discovered by the bearing; for they lie with one another at N. N. W. and S. S. E. and no other hills, though there are many upon the coast, have the same relative situation. There is good anchorage under the lee of the rock, in a little sandy creek in 7 fathoms water, about two musket shots from the shore. If a boat goes up the creek for fresh water, it must be with the flood, as the fresher of the river cast up a shoal like a bar thwart the entrances, so that a small boat will be aground upon the ebb.

GUANAQUERO, or *Sierra del GUANAQUERO*, is the name of a hill on the coast of Chili in S. America, and on the S. Pacific Ocean, is a mark for the bay of Longuey, Tonguey, or Tonguay, in lat. about 30 deg. 50 min. S. by which and a low point that runs out called Lengua de Vacca, the Cow's or Neat's Tongue, or the most westerly point of the bay, it will be certainly known.

GUANAVAL Island, off the W. end of the island of Hispaniola or St. Domingo. See GONAVE.

GUANCHACO or GUANCHAPO Port, on the coast of Peru, is 16 leagues to the N. N. W. from Cape Chao, in lat. about 8 deg. 10 min. S. The island of Guanape lies between them.

In the bay between Guanape and Guanchaco, on the main, there is a hill called Morro de Caretas, nearly about the middle of it, at E. by S. as a vessel goes in; within which bay the coast is all bold, and the water deep, with a clean bottom, so that ships may stand as near as they please with the lead to the shoalings of the shore. The land is low and flat to the sea side; but no ship will chuse to anchor in it, unless it is obliged, on account of the rude sea which tumbles in the bay.

GUANCHES River, near the harbour of Porto Bello on the Spanish main, off which is the island of Bonaventura, nearly 2 miles to the S. of Drake's Island, and on the starboard side of the entrance into Porto Bello Harbour, which is the eastern angle at the bottom of the bay.

GUANT Point, the most northerly part of the bay of Aurentis, at the mouth of the river Aurentis, to the southward from Granville Point about 4 leagues. It is near the opening into the bay of Avranches, in the S. E. angle of the ocean, between Granville and Cancale.

GUAON Island, in the vicinity of Cape Blanco on the W. coast of Africa, on the coast called Angra Canjaboda. This island is met with near the shore, and to the southward of it the island of Tassin. There are some cliffs on the northward point of it, and the like to the southward; but a ship will pass clear of them all, by giving these little islands and the coast a reasonable birth.

GUARA Cape, on the coast of Peru, on the S. Pacific Ocean, a little to the northward of Guaco, which is to the N. from Lima. For the particular situation, see GUACO.

GUARA Port, to the northward of the Salinas, on the coast of Peru. To anchor in it, bring the Sea Wolves Island or Ilha Lobos astern, and two old walls that make like two pillars, which stand upon the point or headland, into one; then let go the anchor, taking care to sound the place well, because the ground is foul, and there are several sunken rocks. These, though too deep to injure a ship, will cut the cables, and occasion the loss of the anchors. But ships must move here

here with an elbow, as there is a rude sea; yet the harbour is much esteemed, because there is good fresh water, and all necessary provisions may be had from the town, which is a league from the harbour.

GUARA Rocks, so named because they are contiguous to that cape or port, sometimes called *Farellones de Guara*, are the *Maltesi* and the *Marfocque*, which are about a league and a half distant from each other, and about 2 leagues from the main. But there are 7 or 8 in number, which bear from one another at E. N. E. and W. S. W. They are all clean about them, and steep, with deep water both within and without; particularly between *Maltesi* and *Marfocque* the channel is good and safe, and has not less than 40 fathoms water in it. If a ship is bound through, keep a little to windward, and stand by the anchors, that they may be ready to let go instantly on the first occasion. *Herradura*, or *Horse-shoe Bay*, so called from its shape, is opposite to these rocks, into which a ship may run if she is coming from seaward and cannot weather the rocks of *Guara*. *Guaco* lies from them at N. by E. at the distance of a league. See **GUACO**.

GUARD, is a sand which lies off towards mid-channel from the point of *Harwich* on the coast of *Essex*, and on the larboard shore at going into that harbour. It has been already mentioned under *Gristle*, for an account of which, so as to avoid it, see **GRISTLE**.

GUARDA FEU or **GUARDA FOY**, is a noted cape of *Africa*, being the most easterly point of that continent, and on the coast of *Anian*, near the entrance of the straits of *Babelmandel*, which pass up into the *Red Sea*. It is in lat. 11 deg. 10 min. N. and long. 50 deg. 12 min. E. *Mount Felix* is W. by N. from it. See *Mount FELIX*, for a further account of this cape.

GUARDAMAR, is a small town of *Valentia* in *Spain*, on the coast of the *Mediterranean*, having a good harbour near the mouth of the river *Segura*, from whence great quantities of salt are exported.

Cape GUARDIA, on the N. coast of *Africa*, properly so called, is to the westward from *Cape Farina*, sometimes, though improperly, called *Guardia Point*, but already mentioned under the name of *Cape Farina*. This cape is about 4 miles

at N. E. from the port of *Farina*, and 7 leagues at E. by S. from *Cape Marabut* or *Mirabut*. See **FARINA**.

Point GUARDIA. See *Cape FARINA*.

GUARDIA, is a small town of *Galicia* in *Spain*, which is built in the form of a half-moon, and has an harbour of a similar construction. It is situated at the mouth of the *Minho* river, which is the boundary or N. limit of the coast of *Portugal*, in lat. 41 deg. 40 min. N. and long. 9 deg. 10 min. W.

GUARI River, is one of those sounds or rivers which serve to surround the island of *Goa* on the western coast of *India*; for which see **GOA**.

GUARICO, is a town on the N. side of *St. Domingo* or *Hipaniola* Island in the *West Indies*, more frequently called *Cape François*. It is situated in lat. 19 deg. 55 min. N. and is about half a league in length. The produce of the neighbouring country in sugar, indigo, tobacco, and coffee, has been such as to employ 160 sail of vessels from 150 to 500 tons, from *France*; all of whom come to this port loaded with goods and provisions, and every one returns with 30 or 40,000 dollars in specie. See *Cape François*.

GUARMAY or **GUARMEY**, is a town on the coast of *Peru* in *S. America*, on the *S. Pacific Ocean*, having a good harbour, and is situated to the N. W. of *Lima* about 45 leagues, in lat. 10 deg. 12 min. S. and long. 78 deg. 0 min. W. It is about 3 leagues N. from *Porto Venais*, and four leagues at N. half W. from *Haguey* or *Jaguey de la Costa*. The port has a low flat point on its S. side, and the inland parts are hilly and mountainous, with a vast many ridges and hillocks just over the port. Within land there are two round hills that are thicker and higher than the rest, but the northernmost is much the highest of them. The road is to leeward under the low point, where there is anchorage in 7 fathoms, having a rock that will be there seen above water right astern. If the winds are violent, a ship may go far in; for in that case the anchors will be frequently found to come home, but it is all safe and bold, with a depth of 6 fathoms for some leagues up. Water is procured here very conveniently, and all needful provisions also may be obtained.

To go into this port, observe the hillocks already mentioned, and run as far

as to Point Cabeſta Gatto or Cat's Head, failing by the head till a ſmall bay comes open; where ſhips may anchor in 12 fathoms. About a muſquet-shot to the leeward of the road is the creek, where the coaſting barges load; but go neither into the creek or bay with a ſhip of burden, as there is a large ſhoal off the point, on which it will ground. There is a very good harbour on the S. ſide of the Cabeſta Gatto, and the town is within about half a league from the ſtrand. It is 10 leagues to the N. from Guarmay to Mongon; between which at 6 leagues from Guarmay is the iſland Puerto Vermejo or Bermejo.

GUASCO Port, on the coaſt of Chili, is 15 leagues from the bay of Coquimbo, and nearly in lat. 28 deg. S. It is ſituated on the S. Pacific Ocean, and forms a good harbour, with anchorage in from 18 to 20 fathoms very near the land. Though it is not much frequented, it is capable of receiving large ſhips, and there is a very good watering-place. The town is 2 leagues to the ſouthward of the river.

To go into the port, anchor right againſt the river under a low ſmall iſland, the point of the main being covered with 7 or 8 rocks that lie out of the water; and on the top of the point is a rough ſand-hill, where 2 or 3 more dry rocks will be ſeen, and where ſhips may anchor with the point at N. by W. The harbour is well ſecured from all winds between the E. and S. E. but too open to the N. and N. W. and the rocks juſt mentioned lie at the windward point, and are a very good ſecurity to the road. The hill of Guaſco is very high and thick, and riſes with two peaks, of which the northernmoſt is the higheſt; theſe can be ſeen off at ſea to a great diſtance, and will be a good direction for making the port, as there are no other hills like them on the coaſt. Cape Tontoral is 15 leagues to the N. of Guaſco, and the creek and iſland of Tontoral are 12 leagues to the S. of it.

GUASICKWALP, at the bottom of Campeachy Gulf in the great gulf of Mexico, is 8 leagues due W. from Tondelo. It is a conſiderable river, and of the longeſt courſe of any upon the coaſt; yet it is not ſo broad as the Tabasco, but it has a deeper channel. There is 14 feet water upon the bar, and the ſea is not ſo dangerous upon it as at the river of Tabasco. The river within the bar is navigable for the largeſt ſhips, and

there are very good anchoring places in ſoft ground, with from 5 to 8 fathoms water. This river was formerly a place of retreat for buccaneers; and this circumſtance was a very ſtrong obſtacle to its uſe in the regular way of trade. The mouth of this river is within 2 leagues of the S. W. angle of Campeachy Gulf.

GUATIMALA, is a portion of Mexico or New Spain, ſo called, along the coaſt of the South Sea. A great chain of high mountains runs acroſs it from E. to W. and it is ſubject to earthquakes and ſtorms. St. Jago de Guatimala, the capital, was ſwallowed up by an earthquake in April, 1773, occaſioned by the violence of the irruption of the mountain ſo called, though at a conſiderable diſtance from it.

Port GUATIMALA, on the western coaſt of Mexico, on the Pacific Ocean, is in lat. 14 deg. 0 min. N. and long. 92 deg. 40 min. W.

GUATIMALA *Volcano*, a high forked hill ſo named, which generally throws out ſmoak and flames before bad weather. It can be ſeen at ſea to ſome diſtance, though it is 8 leagues within land from the coaſt of the South Sea. It received its name from the city at the foot of it, which was almoſt ruined by it in the 16th century, and again in the 18th century, when it contained not leſs than 60,000 inhabitants. It is in lat. 13 deg. 40 min. N. See CATALTA.

GUATULCO, on the W. coaſt of New Mexico, is ſituated on the N. Pacific Ocean, or the South Sea, to the weſtward from the river of Copalita. This is the port to the great cities of Mexico and Guaxaca, and is a ſafe place, and ſheltered from all winds except the S. E. It is cloſe hid up, and cannot be ſeen off at ſea, but is known by a little mountainous round iſland, called Tangolatango, a league before you come to it. At the mouth of the harbour is another ſmall iſland, on which there are no trees; and a little farther to the weſtward is El Puſadero, or the Roaring Place, ſo called becauſe when the wind blows it is heard to roar a great way off. In coming from ſeaward to the port of Guatulco, a high mountain will be ſeen juſt a-head, and by keeping the higheſt part of it right a-head ſhips may make for the harbour. After getting within the harbour, keep to the E. ſide, and anchor under ſome hills which lie near the ſhore, where there is the moſt water and the beſt ſhelter. A fine ſtrand runs from this port to Cal-

luta, whither the boats go for water; a little island will be seen to the westward, where ships may anchor while they fetch water. A league to the westward of this watering island there is another island, known by the name of the island of Sacrifices, or *Ilha Sacrificios*, to the landward of which there is good anchoring-ground, safe from all winds; at which also ships may water with great convenience. This place is mentioned in some charts by the name of *Aguatulco*.

GUAVA, or *Petit GOAVE*. See **GOAVE**.

GUAXACA, is a province of Mexico or New Spain, extending from the bay of Mexico on the N. to the South Sea on the S. along which coast it stretches about 95 leagues, and 50 along the bay of Mexico. From the vast quantities of mulberry-trees, it produces much silk; but the greatest part of the country is mountainous, the valley of Guaxaca excepted. But it abounds with wheat, cattle, sugar, cotton, cocoa, plantanes, and other fruits; and there is plenty of cassia, cochineal, crystal, and copperas. All its rivers have gold in their sands. The vanilla drug, which is used as a perfume to give a flavour to chocolate, is more plentifully produced in this province than in any other country, even than Mexico.

GUAXACA, the capital city of the province so called, is situated in the delightful valley of Guaxaca, which is 18 miles in length and 12 in breadth. It is said that the proper name of this place is *Antiguera*, though others assert that the latter is a separate town, and lies 80 miles to the S. W. It is in lat. 18 deg. 2 min. N. and long. 100 deg. 10 min. W. Though far inland, small vessels of force might sail up to it with great ease, and subdue the whole country.

GUAYANA, probably the same as **GUAIONA**. Between this island and the *Salmadina Sands* is a channel, but somewhat intricate, from *Triviglio* to *Porto Cavallos* on the S. shore of the bay. See **GUAIONA**.

GUAYAQUIL, or **GUIAQUIL**, is a city of Peru in South America, on the S. Pacific Ocean, which is situated on a river of the same name that falls into the ocean some miles below. It is well seated for trade and ship building, and is 4 leagues from *Point Arenay* and 7 from *Puna*. The river, which is large, receives several others; and its water,

when the tide is out, is fresh almost as far as *Puna*. A small island, about 4 miles towards the sea from *Guayaquil*, and about a mile in length, divides the river into two fair channels, of which that on the S. W. is widest and most clear. It is in lat. 2 deg. 11 min. S. and long. 81 deg. 10 min. W.

GUAYAVAS Island is not far from the outermost of the Middle Islands, three islands so called in the midway between *Chira* and the island of *St. Luke*, and about 4 leagues from each. They are on the W. coast of Mexico, and to the N. W. from *Panama Bay* on the N. Pacific Ocean, in about 9 deg. 45 min. of N. lat. At this island as well as the Middle Islands is plenty of provisions and fruit, and all along this coast are small islands, but the least are nearest to the main.

GUAYAVOUI Island in the gulf of California, is a long and very narrow island which runs parallel to the coast of the main land, and contiguous to it, on the E. side of the gulf. Its S. end is W. from the mouth of *Culiacan River*, and it extends northward for about 30 leagues; but we know nothing more of it, so that we cannot give any particular description of its produce or conveniences for shipping.

GUAZACOALCO River, is a river which falls into the gulf of *Campeachy*, to the westward from *Tabasco* and the bay of *St. Ann*, in the same lat. at the mouth, and in about 95 deg. 10 min. of W. long. Perhaps this is the same as that of **GUASICKWALP** already mentioned, which see.

GUZAHUALCOS River, probably also another name for *Guazacoalco* and *Guasickwalp*, which to the *Port Ventosa* in the gulf of *Tecuntepeque* is much the least difficult pass from one sea to the other.

GUeltas Island is about 4 miles to the E. from *Green Island* on the N. coast of France, and more than 2 leagues at S. E. half E. from the easternmost of the *Seven Islands*. See **GREEN** Island.

GUELVA, within the great *Condeat*, on the western branch of *Palas Haven*, on the coast of Spain, to the westward of the river of *Seville* or *Guadalquivir*, and eastward from *St. Michael* about 7 leagues. Ships to go to it, after they are in, run up at N. W. and anchor in 6 or 7 fathoms; but if they go far up it will shoal to 3 or 4 fathoms. On the bar at half flood there are 3 fathoms and a half, and 5 fathoms within it. There is

is also a channel out of the sea betwixt the sands, when Guelva comes on the E. side of the haven's mouth, and a ship may sail in at N. N. W. This channel is 3 fathoms deep. As soon as a ship is in, steer up as before. It is necessary to observe, that there lies a white steep land and clifsy, being reddish earth or chalk, at the W. end of the Reduyn, Roduyn, or the Red Sand-hill, so as not to mistake it for the haven's mouth of the Saltees. On this are some small bushes of trees, and, excepting these, the land is all without trees, and a reddish sand, from whence it has obtained the name of Reduyn. It is high water here about half past two, and in the harbour at 3 o'clock or after.

GUENGA, a large river of the hither India in Asia, which rises in the mountains of Balegate, and after a N. E. course falls into the W. branch of the Ganges in Bengal.

GUEOLE Haven, within the port of Ostend on the coast of Flanders. To sail into Ostend, run along close to the eastward of the town into this haven, on the E. point of which there lies a head, on which is a beacon, and close to it is the deepest water. From the W. side towards the town there shoots off a little flat, so that it is necessary to avoid that side for a ship's length or two. At low water, with common tides, there is about 6 feet water in the haven's mouth, and 22 feet at high water; and ships may anchor where they please a little within the haven, for a large ship will float at low water.

GUERANDE, on the W. coast of France, a sea-mark for the Four Bank, or Sand. When Point Penvis bears due N. and the high spire of Guernsey at N. E. by E. half easterly over Croisic, a ship will be thwart of the Four; on which are 4 rocks that are seen at low water, and lie N. and S. about a league and a half in length.

GUERNE Island, is to the starboard of the passage into Carlingford Haven on the E. coast of Ireland, after passing the Howling Island on the larboard. Sail between the island of Guerne and the main land in a fair and deep channel of 7 or 8 fathoms. See GRENORE.

GUERNSEY Island, in the British Channel, is contiguous to the coast of France, but belongs to England, and is considered, with its neighbouring islands, as a part of Hampshire. The lat. may be laid down in about 49 deg. 30 min. N.

and long. 2 deg. 52 min. W. It extends from E. to W. in the form of a harp, and is 13 miles and a half from the S. W. to the N. E. and 12 and a half where broadest, from E. to W. It has a very healthy air, and naturally possesses a richer and more fertile soil than the neighbouring island of Jersey; but the inhabitants are much addicted to commerce, and therefore in some degree neglect the cultivation of the soil. It is well fortified by nature with a ridge of rocks, of which one abounds with emery, that is much used by lapidaries for polishing stones, as well as by other artificers. It possesses a better harbour than any in Jersey, and therefore is more resorted to by merchants; and on the S. side the shore bends in the form of a crescent, inclosing a bay capable of receiving very large ships. The island is full of gardens and orchards; from whence cider is so plentiful as to be used by the common people instead of small beer.

The course from the E. end of Alderney to the E. end of this island, in sailing to the southward of Alderney, is S. W. by W. 6 leagues; and from the Caskets to the W. end of this island the distance is 7 leagues at S. W. by S. To anchor under Guernsey, coming from the Caskets, run to the N. E. point of the island, and so far to the eastward of it as to get sight of the castle which stands upon the rock on the E. side of Guernsey. Or, if a ship comes about to the westward of the Caskets, she may then steer S. E. or somewhat more southerly, till the said N. E. point of the island bear at S. by W. then sail towards it till the castle appears as before, which bring over to the S. point of Guernsey, and sail in by that mark, between this island and the island of Arm or Harm to the eastward. When a ship is come by the castle, it may anchor within or without, any where at pleasure; for there is 12 or 13 fathoms without the castle, and 6 or 7 at low water within it, between the castle and the main land. It also flows there 6 or 7 fathoms.

Ships may ride under the S. side of the island of Guernsey, in a N. W. or N. or a N. E. wind. In coming from the W. or from the Caskets, run about by the S. W. point, called Cape de Cruse, but not too near on account of some rocks that lie off from the S. W. point of the island, without which it is necessary to sail. Then sail along by the S. side of

the island nearly half way, and there anchor at pleasure in 18 or 19 fathoms; and if the wind should shift about to the S. W. or W. S. W. a ship may run about by the S. E. point and from thence northward up to the castle, and anchor as before.

There are several islands and rocks on almost every side of this island of Guernsey. As ships usually make the N. E. part of it from the northward, it is proper to observe that about a league to the eastward of that point are several rocks which are partly dry at low water, and are called the Amphroques; and that the Brayes or Brayntes Rocks or Islands are about 2 miles at N. E. from the said point. Harin or Arm Island has been noticed already, off the S. point of which is the rock called Crevichen; and to the E. of Cornet Cattle, between it and Sark Island, but nearer to the latter, and nearly due S. from Arm Island, is the island of Gythow or Lethow. Great Sark Island is due E. from that, which extends northward, till it becomes E. from Arm Island, having Little Sark Island on its S. and Brehoe Island off the S. W. point. Near the N. W. point of the island, and contiguous to it is a small island called The Howe, and to the S. of that, not a mile from the W. coast is the island called Hannoys, but the sea between it and the main is rocky. The Sambue Rock lies about a mile and a half to the N. E. from the N. W. point of Guernsey, and the Hannoveaux about 4 miles to the W. of it, for a description of which, see HANNOVEAUX.

New GUERNSEY, or Lord EG-MONT's Island. See EGMONT.

GUGH Island, one of the Scilly Islands, between which and the principal island of St. Mary's goes in to the N. N. W. of St. Mary's Sound. The Spanish Ledge lies in the fairway between Peninis or Penmis Point, the most southerly point of St. Mary's Island and this island of Gugh, so that it is necessary to keep pretty near to Penmis in coming round from the eastward. Then steer away for the high land at W. N. W. or a little more westerly, on this stand the Castle and Windmills; but these must have a fair birth to avoid the Woolpack, which is a sunken rock close to the S. end of the Hugh, of about a quarter of a mile. With this distance sail along the Hugh, which will carry a ship clear of Bartholomew Ledge, on which there is only 6

feet at low water, in the direction of S. S. W. from the Stevern. To avoid both the Spanish Ledge and Bartholomew Ledge, observe, first, to keep the high land of Sampson Island, which is about N. by W. on the Stevern Rock, which will carry a ship clear of the Spanish Ledge; and then, after having passed it on the larboard, keep Castle Bryer, which is a high round rock, on the low land of Sampson Island, and that direction will clear Bartholomew Ledge. The distance of a quarter of a mile from the Hugh is also a sure direction. Another rule is, to keep sight of one half only of the vanes of the Windmills, but not the Mills, above the lands, which will carry a ship through between the Bartholomew and the Stevern. When a ship is about the Stevern Rock, she may steer into the roads; which rock is about half a mile from the Bartholomew Ledge one way to the N. N. E. as the Gugh Island is the same distance nearly at S. S. W. When the light-house on the island of St. Agnes, to the westward of the Gugh, is at S. W. by S. a ship will be abreast of the Bartholomew Ledge.

GUIACA Harbour on the coast of Peru in South America, and on the South Pacific Ocean, is 10 leagues about N. N. E. from Arica, in lat. about 18 deg. 20 min. S. Juan de Diaz being in the midway between them. The strand to the southward of Guica is low land, fair, and sandy, but from thence to the headland of Sama about 2 leagues it rises, and the shore is steep, so as to make a good road. The anchoring place is half a league to the windward of the river of Sama. Here is the most convenient place for wooding and watering of any port or harbour on all the coast; but a great surge of the sea runs both in the road and in all the bay.

GUIANA, the coast or country so called, is on the N. E. part of S. America, and is divided into Dutch, French, and Portuguese Guiana, beginning from the N. W. at the Oroonoko, and ending at the S. E. at the River Amazons. See the Introduction.

GUIANA River, on the E. coast of Brazil in South America, is nearly S. about 4 leagues from Guiryo River, having small narrow shoals between, parallel to the shore, as there are also to the northward of Guiryo. The breadth of the channel within the shoals now widens

to about a league and deepens to about 2 fathoms, so that small ships may run through here to the Island Tamerica, on the S. of which is deeper water. The mouth of this river is in 7 deg. 20 min. S. and long. 35 deg. W.

GUIAQUIL, or **GUYAQUIL**, is a town, bay, and harbour on the coast of Peru in South America. It faces a low island that is close by the river, partly on the side, and partly at the foot of a hill, which gently descends towards the river. It is divided into two parts by the river, which are joined by a bridge for foot passengers of half a mile in length; and the situation is in such a boggy ground, that this bridge is necessary to go from one house to another. It is about 140 miles to the N. E. from Payta, and is in lat. 2 deg. 11 min. N. and long. 81 deg. 11 min. W.

GUIARA, a town of Terra Firma on the N. coast of South America, is about 71 leagues to the E. from Maracaibo, and has a harbour. The coast is known by the name of the Caracoea Coast. This place, in particular, is situated in lat. 10 deg. 39 min. N. and long. 66 deg. 12 min. W.

GUIBALTIQUE River, on the W. coast of New Mexico, is 3 leagues to the W. of the River St. Michael on the W. coast of New Mexico. The land is all low, and full of tall mangrove trees next the sea, with several creeks. Many shoals run out from this river about a league to sea, and the extremity of it bears with St. Michael N. E. and S. W. and with Cosibina N. by W. and S. by E. about 18 leagues distance, the whole coast being low and shoal, and the sand-banks lying E. and W. Along this coast about 2 leagues out at sea, ships may anchor in 15 or 20 fathoms, when they will perceive the inland country to be mountainous, and full of hillocks. The lat. is about 12 deg. 50 min. N.

GUICENY, on the S. side of a small creek on the N. coast of France, at the distance of about 6 leagues to the westward of Bas Island. A village called Lerritt is on the N. side of the creek. This creek goes in on the E. side of a small bay. About 5 or 6 miles to the westward of the creek it is full of small rocky islands with various shoalings, to 10, 8, 6, 4, and even 2 fathoms water. The haven of Abbreviack is about 3 leagues to the westward of this creek.

GUIDERONSA Island, to the northward of the island of Stantio, near the S. W. point of Asia in the Archipelago, is a small island in the direction of N. W. by N. from the road of Stantio. This, as well as many rocks and islands to the N. of Stantio, all of which are above water, must be left on the starboard side in going northward, and the fairway of the best channel will be to have the two little islands of Capra and Calimno on the larboard.

GUIENNE, or the ancient **AQUITAIN**, is a part of France so called, of which Bourdeaux is the principal town or city. It is, jointly with Gascony, bounded on the S. by the Pyrenees, and on the N. by Saintogne, and Angoumois, having the Atlantic Ocean, or bay of Biscay on the W.

GUIGAN Island, is one of the islands called Ladrões, in the Eastern Indian Ocean, or N. Pacific Ocean, being in lat. 19 deg. and a half N. and at N. by E. from Almaguan Island. The island called Volcano Grande Island, of a triangular shape, is about N. by W. from it, in lat. 20 deg. and a half, and between them is a small rocky island.

GUILFORD Bay, is one of those small bays on the coast of New England in N. America, which are found all along that coast. It lies within the Falcon Islands, at the mouth of West River, on the N. side of Long Island Sound, and to the E. from Brentford River; into which ships may pass by the E. end of those islands on the W. side of Hemunasset Point.

GUILLANESS, on the S. E. point of the entrance of the Frith of Forth in Scotland, is about 4 leagues at W. by S. and W. S. W. from the island of Bass, the 3 small islands of Craig Leigh being between them. There is a pretty deep bay between it and Muebourg, the distance being 3 leagues at S. W. by W. having the towns of Port Seyton, Prestonvans, Fisherrough, and Musselborough between them.

New GUINEA is an island of the eastern Indian Ocean, or of the N. Pacific Ocean, situated to the northward of New Holland, from which it is separated by Endeavour Straits. The length of this strait, from N. E. to S. W. is 10 leagues and the breadth about 5; but it is contracted at the N. E. entrance by a groupe of islands, called Prince of Wales's Islands, into something less than 2 miles.

Except

Except this strait, and the land of Cape Deliverance, the whole of its coast, with the circumjacent islands, appears to have been particularly examined both by the Dutch and Spaniards. It is known to be a long and narrow island, and to extend S. E. from the Equator as far as to 12 deg. of S. lat. and from long. 131 to 153 deg. E. The land in general is low, but is inconceivably luxuriant in wood and herbage. The cocoa-nut, the bread-fruit, and the plantain-tree, besides most of the shrubs, plants, and trees which are common to the S. Sea Islands, are found here in the greatest perfection.

Captain Dampier at the E. end of this island in the year 1699, saw the land in lat. 7 deg. 20 min. S. and long. 147 deg. 55 min. E. from thence it runs N. a little E. to King William's Cape, or the eastern extremity, in lat. 6 deg. 45 min. S. and long. 148 deg. 5 min. E. It then bends to the N. W. and then nearly W. and afterwards a little N. into lat. 6 deg. S. and long. 145 deg. 40 min. E. This is probably the eastern opening of a large river or harbour. From the western opening in lat. 5 deg. 56 min. S. and long. 145 deg. 15 min. E. the coast runs N. a little W. into lat. 5 deg. 10 min. and long. 145 deg. 10 min. E. Opposite the turning is a volcano. It then trends nearly W. and afterwards N. W. by W. and pretty straight as far as into lat. 2 deg. 50 min. S. and long. 139 deg. 25 min. E. but it now turns very irregularly, but generally, on the same point, as far as into lat. 2 deg. S. and long. 136 deg. 40 min. E.

Besides this, he saw Mackrell Bay towards the N. W. part of the island, but facing the S. W. in about 2 deg. 55 min. of S. lat. and 134 deg. 10 min. of E. long. Freshwater Bay is round a point on the E. in the same lat. and 134 deg. 20 min. of E. long. Off these is White Island at about 4 leagues distance to the S. W. The coast from Freshwater Bay then runs nearly S. S. E. and afterwards at about S. E. by E. into lat. 5 deg. 10 min. S. and long. 138 deg. 50 min. E. From thence it goes S. S. W. into lat. 6 deg. 15 min. S. and long. 138 deg. E. and so runs away to Cape Wallh in lat. 8 deg. 30 min. S. and long. 137 deg. E. the soundings along this part of the coast being from 3 to 17 fathoms, and having only 5 off the cape. Turning again to the E. to St. Bartholomew's

Island in the same lat. and 138 deg. 35 min. E. the soundings generally being from 5 fathoms and 4 and a half to 10 fathoms, except further from shore. In running off S. a little E. the soundings do not exceed 30 fathoms, and in lat. 10 deg. 15 min. S. and long. 140 deg. E. there is only 12 fathoms. The coast from lat. 8 deg. 30 min. S. and long. 138 deg. 35 min. E. continues irregularly to lat. 8 deg. 55 min. S. and long. 143 deg. 55 min. E. off which is an island to the S. W. and another to the S. E.

GUIONES Point, on the W. coast of New Mexico, on the N. Pacific Ocean, is 10 leagues at N. W. from Cape Blanco, and 8 leagues at S. S. E. from Morro Hermosa. There are two shoals at midway between Cape Blanco and Guiones, which run out a full league directly into the sea. The point, which ever way it is approached, makes like a helmet or steel cap. There is an island close to it, which ought to be noticed on account of the shoals and foul ground that every way appears about it, so that it becomes necessary to give it a good birth. There are also some white rocks under water, and some above, in the bay between the Point and Cape Blanco; so that it will be the most advisable to keep entirely without them. To the northward to Hermosa the coast is fair and clean; beyond which at N. W. by N. is Port Velas or Velaico at the distance of 7 leagues; and from hence to Point St. Catherine's 8 leagues more about W. N. W. but the coast between the two last is very full of points and bays. The point of St. Catherine's bears 22 leagues in a direct course at N. W. from the point of Guiones.

GUIPUSCOA, is a subdivision of Biscay on the N. coast of Spain, bordering on Navarre.

GUIRYO River, on the E. coast of Brazil, is N. and N. by W. from the river of Guiana. Within the shoals which lie along this coast for more than 20 leagues, there is not above a fathom and a half water; but the sea, at about an offing of a league without the shoals, is very clear, and has from 19 to 13 and 15 fathoms to this river, and then there is from 7 to 9, and from 4 to 5 fathoms close on the back of the sands.

GUISE, or *La GUISE*, is the chief place on the coast of the Caracoes on the Spanish Main, in the country of Terra Firma,

Firma, about 5 leagues to the W. of Cape Blanco, which is the easternmost boundary of that coast. It is an open town, and has a strong fort; but the harbour is bad.

GULF Point, at the W. end of the Island of Antigua, in the W. Indies, is to the northward from Five Islands Harbour, and the N. point of Sydserv's Bay, round the N. point of that harbour. Directly W. of it is a sand or bank at about a mile distance from the shore.

GULF Rock, is about 3 leagues to the S. S. W. from the Land's End, and 6 leagues due E. from Scilly. It is sharp, and may be seen above water at half tide, and round about it is indifferently clean. From the Long Ships to this rock and the Rundle Stone, the tide sets S. E. for 3 hours, and it comes high water by the shore before the flood sets to the southward. On full and change days it is high water at the gulf at half past 4 o'clock, and the tide sets to the eastward till it is half ebb by the shore in Mount's Bay; and the N. stream for the Bristol channel begins on those days at 9 o'clock and ends at 3.

GULL Gat or Channel, is in the height of the river below the town and port of Hughly, in the E. Indies, from whence till a ship is below the New Chaney, she must beware of a sand that stretches thwart the river two thirds of its breadth or more almost to the Dutch Bungelo. Hence she must keep on the starboard side of the river in from 3 fathoms and a half to 4 fathoms till below the next point, and below the usual Dutch moorings, when there will be 4 and a half and 5 fathoms, keeping the same shore on board almost to the point opposite to the Dutch Bungelo, when a ship will be past all the danger of this shoal.

GULL Island, or GULL's Island, on the E. coast of Newfoundland, is about 3 quarters of a mile at N. by W. from Cape (not port) Bonavista. It is a high rock, and highest in the middle like a broad brim'd hat, so as to make at sea like a Fleur de Lis, or Flower de Luce, and can be seen 5 or 6 leagues off in clear weather. At N. E. from this island, is a ledge or reef under water, on which is 10 fathoms, and where the boats usually fish; not being attended with any danger, but pointing out a proper station of business. The channel between Gull island and the main is both narrow and foul.

GULL Island, on the E. coast of Newfoundland, is on the W. side of Bonaventure Port on the western coast of Trinity Bay, from which island the harbour goes near a mile farther up N. There are some other islands in the offing, one of which is called Green Island, and is 2 leagues from the port, the course S. S. W. It will be seen in clear weather as soon as a ship comes out of Trinity Harbour.

GULL Island, on the E. coast of Newfoundland, is a league without Witless Bay to the eastward, and a little to the N. of Green Island, on the eastern side of the peninsula formed on the W. by Conception Bay. This island and Green Island cover Witless Bay in a good measure from the winds off sea; between which ships may sail, but seamen do not care to ride here.

GULL Point, is the N. W. point of Cornwallis Island, in the harbour of Chebucto, in Nova Scotia, in N. America, to the southward of which is the watering place. To the N. of it about 6 or 7 furlongs or cables length is George's Island.

GULL Rock, on the S. E. coast of Cornwall, is at N. N. E. nearly from the Deadman's Head, towards Fowey or Foy, at the distance of half a league from land. Small vessels, of those who are well acquainted, sometimes go between this rock and the main.

GULL Rock, on the N. W. coast of Cornwall, is between Trevoise Point, at the distance of 2 miles W. S. W. from the harbour of Padstow, and that harbour. It is a high rock; besides which there is another off the harbour's mouth, called the New Land or Black Rock.

GULLSTONE, on the coast of Northumberland, is a small rock that shews itself at half tide, and appears from half ebb to half flood, being bold, and having water enough every where without. Between this rock and the Staples is the broadest and best channel to go into the harbour of Holy Island, keeping within half a mile of the Staples, which are to the northward. To go between the Gull Stone and the Plough Rock, which is half a mile E. from Holy Island bring the light-house on Fern or Fain Island a sail's breadth to the eastward of the Megstone; this mark will carry a ship through between the rocks.

GULL Stream, is a channel of the Downs

Downs formed by the southernmost end of the Brake and the Bunthead, in which there is from 8 to 9 fathoms. The nearer a ship is to the Bunthead, the deeper is the water. The marks to go through it are, to bring a little house that is upon the N. end of the cliff to the southward of Old Stairs Bay, and when Ash church is on with St. Clement's church at Sandwich, a ship will be to the southernmost end of the Brake. Steer through from N. to N. E. by N. as the wind will permit. See **DOWNs** and **FORELAND**.

It is sometimes also called the **GULLs**. The marks to carry a ship through going to the northward are, to keep St. Margaret's church, which is near the S. Foreland, on with a piece of old wall near the third cliff to the northward of the S. Foreland; or, the light-house of the S. Foreland may be brought to the southernmost swamp. These marks will carry a ship through either in or out, between the Goodwin and the Brake in 8, 9, or 10 fathoms, borrowing on the latter, if necessary, in 7 fathoms, but not to come nearer the Bunthead than 10 fathoms, or between the Bunthead and the N. Sandhead than in 8 fathoms.

GUNAR, one of the small places on the W. coast of Africa, between Tindel on the S. of Cape Merrick and the river of Senegal, which are of small importance.

GUNDECK, at the western extremity of the Gulf of Cambaya, near Diu Head and Island, is in lat. 21 deg. N. and long. 71 deg. E.

GUNDRATH Bay, on the S. coast of Cornwall, is round the point or head of the Deadman, on the W. coast, and is well sheltered from easterly winds, but open to the swells from the S. W.

GUNFLEET, is a long and narrow sand, lying N. E. and S. W. on the N. W. side of the King's channel, out of the mouth of the River Thames. There is a buoy at the N. E. end of this sand called the Gunfleet Buoy, which bears at S. E. by E. easterly from the Naze on the coast of Essex, to the southward of Harwich Point. At that end goes in Goldmore's Gat or Channel, which sufficiently describes the state of that part, as may be seen under that article. See **GOLDMORE**.

In coming from the River Thames, when a ship has got so far as to be thwart of the buoy of the Spits and Buxey, she

may then steer N. E. by E. down the King's channel, and if the wind require, borrow upon the Gunfleet in 7 or 8 fathoms, which depth will lead down to the Gunfleet Buoy; edging off however into 9 fathoms, when the ship comes within 2 miles of the said buoy. When a ship is thwart of this buoy, Harwich church will be open and shut with Harwich cliff, where there is 10 or 12 fathoms water. From this buoy ships either steer out E. N. E. and N. E. by E. into 20 fathoms water, to get clear of all the sands or banks, if bound for Flanders, Holland, or any where farther N. on that coast; or, after running N. E. by E. till Bawdley Cliff bears at N. W. by W. if bound for Yarmouth roads or the N. coast of England, they may then borrow on the Sheep Wash in 10 or 11 fathoms but not less.

To go for Harwich from this buoy, bring it at S. W. and stand into 7 or 8 fathoms along the side of the Westrocks, and bring Bally a little open to the northward of the cliff at N. by W. or N. N. W. With that course steer in till Harwich church comes on with the brew-house to the northward of Languard Fort, by which a ship will pass clear of Cork Ledge, on which is but 2 fathoms and a half at low water. Then steer in with the church and brewhouse in one till the Naze come at S. W. and steer in with that course till the lights of Harwich come into one.

The buoy of the Gunfleet is 16 or 17 miles at N. E. by E. from the Whitaker Beacon, allowing a sufficient distance to avoid the Hook of the sand; but there is a middle ground for 3 parts of the way from a little below the beacon, having from 6 to 8 fathoms upon it for the whole length, and between it and the Gunfleet there is 10 and 11 fathoms. Large ships, in sailing for the Downs, usually come down this channel, and from the Gunfleet Buoy run about 7 leagues nearly due E. when a course of about 5 leagues due S. will carry a vessel clear of the Long Sand Head and Kentish Knock, which lie on the starboard. She may then run in for the N. Foreland lights, as it is all clear, and being sufficiently near the land, turn into the Downs. It is high water at the Gunfleet on full and change days at 12 o'clock.

GUNMAN Sand, is about 2 leagues to the S. from the S. Foreland, and 2 leagues

and a half from Dover, off which it lies. There is 16 feet water upon it, though some accounts say but 12, and from 5 to 6 fathoms close to it all round. It extends N. E. and S. W. and bears at E. N. E. from Dengeneß 8 miles.

GUNNEL Bay, on the N. coast of Cornwall, is situated between the two points of Pentire, which are the two middlemost of four points that are seen on this coast forming bays or havens between each. Towan Point is the most northerly of them, round which the coast forms a deeper and broader bay. It is only fit for small ships that go in at high water, and lie safe aground on the sand. It is northward of the Gull rock on that coast.

GUNNER'S Coin, called in some charts **Point CANONIER**, is the N. W. point of the Island of Mauritius or Island of France, in the Indian Ocean, in lat. about 18 deg. 27 min. S. and long. 55 deg. 50 min. E. Between this point and Long Island is the entrance into Turtle Bay.

GURNARD'S Head, is a point of land on the N. W. coast of Cornwall, which is westward from the Bay of St. Ives towards Cape Cornwall, but nearer to the former.

GURNET, or **GURNARD Bay**, on the N. side of the Isle of Wight, in the English channel, is about 2 miles to the W. of the entrance into Cowes harbour, off which coasting vessels frequently anchor out of the tide-way to wait for a favourable current, in a slack or contrary wind.

GURNET Point, is the W. point of Gurnet Bay, on the N. coast of the Isle of Wight, for which see the last article. In passing this point, give it a birth, on account of a rock that lies off a little distance from it.

GURNET Point, on the W. side of Cape Cod Bay, is the N. E. limit of Plymouth Bay, in Massachusetts, on the coast of N. America, and S. a little easterly from Marshfield Point. By order of the government of the United States of America, a light-house with 2 lanterns is erected on this point, with proper superintendants.

GURNET Rock, at a small distance from the shore of Gurnet Point, on the N. coast of the Isle of Wight. See **GURNET Point**.

GUROPY River, on the N. coast of Bra-

zil, is between the two rivers of Cayta and Tury, which are 40 leagues from each other in the direction of E. S. E. It is not of any note for commerce, and therefore need not be farther noticed than to say that it is in lat. 45 min. S. and long. 46 deg. 45 min. W.

GUTTA Bay, on the N. coast of America, is contiguous to Carthage, being to the W. of Zamba Bay, which would be a good place of retreat for ships, if it were not rendered useless by the nearness of that. Point Canoa, which is near it, is in lat. 11 deg. 15 min. N.

GUZURAT, a coast so named, in the N. E. part of the Arabian Sea, forming a peninsula between the Gulf of Cutch to the N. W. and the Gulf of Cambaya to the S. E.

GWELIN Island, in Traethmawr Bay, is near the S. W. extremity of that gulf, and a little to the N. E. from Bardsey Island off the S. point of Caernarvonshire. It is near the main land, and small, but sufficiently out of all danger.

GWYN Rock, and **Trewardreth Bay** on the S. coast of Cornwall, near the W. point of the entrance into that bay from the S. W. By leaving it on the larboard, all danger is avoided; and those which enter the bay from the eastward cannot be supposed to come near it.

GYSSEN'S Cape, on the E. side of the Island of Borneo, in the eastern Indian Ocean, is a projecting point of land nearly at midway from N. to S. and nearly in the same lat. as the N. W. point of the Island of Celebes to the eastward of it. The lat. is about 1 deg. 40 min. N. and long. 118 deg. 15 min. E.

GYTHOW, or **ZETHOW Island**, between the islands of Guernsey and Sark, but nearer the latter, and due E. from Cornet castle, is a small island which has been already noticed under Guernsey. See **GUERNSEY**.

H.

HAAFT, is a term for channel or sound, on the German coast of the Baltic, of which one in particular is called the Great Haft, into which the channels

channels of the Swin, Cammin, and Peen, go up to Stetin.

HAANNO Island, or **HAPAE**, one of the Hapae Islands so called, in the S. Pacific Ocean. When the N. point of this island bears at N. 16 deg. E. the S. end of Hoolaiva at S. 29 deg. W. and the N. end of Lefooga at S. 65 deg. E. there is anchorage in 24 fathoms over a bottom of coral sand. Without this station are two ledges of rocks, one bearing S. 50 deg. W. and the other W. by N. quarter N. at the distance of 2 or 3 miles; and it faces a creek, where is at all times convenient landing, about three quarters of a mile from shore.

HACHA, is a town of Terra Firma, on the N. coast of S. America, which has a harbour on the S. Sea, at the mouth of the river of the same name. The Galleons on their arrival in S. America, first touch here, from whence expresses are sent to all the Spanish settlements, to prepare the treasure that is to be sent to Europe. It stands on a small hill about a short mile from the sea coast, and is situated within the government of St. Martha, being the second city of the province. It is in lat. 11 deg. 30 min. N. and long. 72 deg. 0 min. W. Vast flocks of sheep are bred by the Indians in the fruitful pastures, which the plains and mountains afford. It is frequently called *De Los Remedios*, and is something more than 82 leagues to the eastward from Carthagena.

Rio de la HACHA. See **HACHA**.

HACHE, the same with **HACHA**, which see.

HACLUIT Headland, on the coast of Spitzbergen, or E. Greenland, is in lat. 79 deg. 49 min. N. and long. 10 deg. 41 min. E. The variation there is 18 deg. 40 min. W.

HACLUIT's Island, off Dudley's or Digg's Cape, in Baffin's Bay, is in lat. 77 deg. 25 min. N. and long. 62 deg. 0 min. W.

HADERSLEBEN, is a town of Sleswick, in Denmark, having a harbour, but for small vessels only. It is near the Little Belt, and about 13 leagues to the S. E. from Rypen, and in lat. 55 deg. 20 min. N. and long. 10 deg. 0 min. E.

HADSHILAR Port, on the W. side of the Straits of Kaffa, or the passage from the Black or Euxine Sea to the Sea of Azoph. The S. W. point of this port

is in lat. 44 deg. 42 min. N. and long. 37 deg. 16 min. E. and is called *Acra*; the other point is towards the N. E. off which there is an island, which is to be left on the larboard in passing up the straits. On the E. side of the straits, opposite to Port Hadshilar, is *Ada Gulf*.

HÆNMAN's Path, a dry sand off the S. point of the entrance into Wexford Haven, near the S. E. angle of the coast of Ireland, but on the E. side. That S. point is known by the name of the *Sounder*, and the channel from Gremore Bay, is along the shore of the peninsula on the larboard and the bank of Hænman on the starboard. In this channel is not more than 8 feet with common tides at high water, nor more than 10 with spring tides; so that vessels which draw more than 8 feet must, in coming from Gremore Bay, pass on the outside or eastward of the Hænman, taking care not to go out too far on account of the banks which lie farther out. The depth of 10 or 12 fathoms, keeping the lead going, will be a proper guide.

Another mark to clear the Hænman is, to observe a high hill with a hummock on the N. of Wexford, that is seen over the low land on which is a castle a little above the strand, appearing as it were against the land. Bring the hummock a little to the N. of the castle, or, if the wind is bare, they may be brought together; but if the hummock is open to the southward of the castle, a ship cannot go clear of the sand. See **WEXFORD**.

HAGUE, in the Low Countries, a principal town of Holland, in lat. 52 deg. 4 min. N. and long. 4 deg. 17 min. E. which has high water on full and change days at a quarter past eight o'clock.

Cape La HAGUE, the point of land, which has been usually called *Cape La HOGUE*, under which article see the directions.

HAGUERA. See **HIGUERA**.

HAGUEY, or *JAGUEY de la Costa*, on the coast of Peru, in S. America, and on the S. Pacific Ocean, is 9 leagues at N. N. W. from the River Barranca, or the Hillocks. The land appears in heaps and hummocks, but is low next the coast, and in the middle there is one hill which is higher than the rest, called the *Sierra de Gramadal*. On the top of this hill are

are two cliffs, which make it look like 3 hills; of these the middlemost is the highest, and the southernmost the lowest; but the northernmost is the least and round. They make like 3 islands, when the weather is thick, and the ship has an offing. It is in lat. 11 deg. S. and to Port Guarmey it is only 4 leagues at N. half W.

HAINAN Island, more usually called **AYNAN** or **AYNAM**, is of an oval form, and there is said to be a petrifying lake in it. It is about 400 miles in circumference, is level towards the N. but to the S. and E. are mountains; and the valleys between them produce two crops of rice in every year. It produces the same fruits as are in China, besides sugar, tobacco, cotton, and indigo. The S. part is in lat. 18 deg. 22 min. N. and long. 109 deg. 25 min. E. and the N. E. part is in lat. 19 deg. 55 min. N. and long. 111 deg. 5 min. E. See **AYNAM**.

HAKE's Shoal, sometimes called the **SOUTH SAND**, forms one side of the channel of the Land-deep, as the shore of North Holland forms the other; in which channel there are 4 buoys, which point out the channel northward towards the point of the Helder, where the other channels also join it, to go round the Helder Point eastward within the Texel Island, which is northward of it.

HALABI Island, in the Indian Ocean, is in lat. 16 deg. 50 min. N. and long. 56 deg. 47 min. E.

HALE Lake. See **HYLE**.

HALEBOWLING or **HAULBOWLING** Island, is situated in the channel to Cork harbour, in the kingdom of Ireland, on the larboard or S. side, where it goes up W. above the garrison and Cove Town. It is opposite to Battery Point on the N. shore, and near the N. W. extremity of a spacious sand or bank which runs eastward to the Spit Buoy nearly S. from the garrison, and from thence running southward by the E. end of Spike Island, till it is opposite to Cork Beg or Point on the eastern shore. Between this island, on which is a fort, and Battery Point, there is a depth of 7 or 8 fathoms. See **CORK**.

HALF CASTLE Bay, in the island of St. Christopher's or St. Kitt's in the W. Indies, is on the S. side of the island, to the eastward from Palmetto Point, between Garnet's Gut and Pentecost River.

HALF HIDE or **HYDE** Bay, is under Brimstone Hill on the S. W. side of the island of St. Christopher's or St. Kitt's, in the West Indies.

HALF HYDE Bay, in the island of Antigua in the West Indies, is on the W. side, near to the S. W. part of it, and about N. half W. from Johnson's Fort and Point. There is a guard-house on the land near the S. point of this bay, and without it, as mentioned under Fry's Bay, which is N. of it, is a large rocky bank of coral, of variable depth from 9 feet to 3 fathoms.

HALF MOON Bay, in the island of St. Christopher's or St. Kitt's, is on the N. E. side of the island, off Christchurch, between Nichola Town Gut to the N. W. and Soldier's Gut to the S. E. having an opening to the shore between the ends of two rocky banks that line the shore.

HALF MOON Bay, in the island of Antigua in the West Indies, is at the E. end of the island to the northward round Hudson's Point, which runs out a long way E. from Willoughby Bay. Smith's Island is off the N. E. point, which separates it from the northern or eastern entrance into Exchange Bay.

HALF MOON Point, in the island of St. Christopher's or St. Kitt's, is on the N. E. side, nearly opposite to Basseterre, and but a little to the N. W. of the isthmus of the island, near St. Timothy's Hill and Little Frier Bay. The coast here is all lined with rocks of variable depth, so that it will be necessary for strangers to take soundings.

HALIBUT Head, on the N. W. coast of North America, is in lat. 54 deg. 27 min. N. and long. 163 deg. W. It was so named because the ship's crew of Capt. Cook, in his last voyage, during a calm of 3 hours, caught more than a hundred of these fish, of which some weighed upwards of a hundred pounds, and none of them less than twenty, in a depth of 35 fathoms, and about 3 or 4 miles from shore.

HALIFAX, a town of Nova Scotia in North America, situated in the harbour of Chebucto, on the W. side, where there is an excellent naval yard for repairing King's ships, with the proper officers to conduct and manage the business. It stands on the slope of a rising ground, which commands a view of the peninsula on the E. side, and shelters the town from

N. W. winds. The beach is a fine gravel, convenient for small boats, and there is good anchorage every where for large ships within gun-shot of the town. It is situated in lat. 44 deg. 46 min. N. and long. 63 deg. 28 min. W. and has high water on full and change days at 8 o'clock. The variation of the compass was here found to be 15 deg. W.

HALIFAX Bay, on the N. E. coast of New South Wales or New Holland, is bounded by Magnetical Island on the S. E. and Point Hillock on the N. W. in lat. about 18 deg. 49 min. S.

HALING Bay, on the S. side of Haling Island, is eastward from South Sea Castle, near Portlinouth, and to the E. from the mouth of Langstone Harbour, between that and the mouth of Chichester Harbour. As there is not above 2 fathoms and 2 fathoms and a half water, it cannot be any shelter or security for large ships; but, except from S. and S. E. winds, it may afford shelter in all other winds, though perhaps unnecessary in general, and, as it is out of the fairway, can only be useful to vessels going for Langstone or Chichester Harbours.

HALL Island, on the W. coast of Greenland, to the N. W. from Cape Farewel, and within the E. coast of Davis's Straits, is in lat. 63 deg. 56 min. N. and long. 44 deg. 26 min. W.

HALLIFORD, on the coast of Old Greenland, or the E. coast of Greenland, is in lat. 64 deg. 30 min. N. and long. 27 deg. 25 min. W.

HALMSTADT, is a pleasant and well-built port town of Halland and S. Gothland in Sweden, and is situated at the mouth of the Nissa in the Cattegatte Sea, about 86 miles S. from Gottenburgh. It is in lat. 56 deg. 39 min. N. and long. 13 deg. 0 min. E.

HALOVER or HAULOVER Point, is 2 leagues W. from the river Palmas, in the bottom of the gulf of Campeachy, being 14 leagues to the W. from Tabasco, and 7 leagues to the E. from Bay St. Anne.

HAMBLE River, is within the points of Southampton Water, and but a few miles to the E. of the town of that name; the mouth of which is but narrow, and has a point of land running westward towards that shore, being due N. from Calshot Castle, at the point of land on the western shore of Southampton Water. There is from 9 to 12 feet at low water within the entrance, but vessels usually

go in and out at or near high water, which depth continues up to the village on the W. shore of the river.

Cape HAMBLEDON, at the N. point of Newfoundland, is in lat. 51 deg. 5 min. N. and in about the same long. as the W. end of Belleisle; round which at S. S. W. is Cape St. Anthony, at the distance of 3 or 4 leagues.

HAMBURG, is a large city of Helstein in Germany, with a harbour on the N. shore of the river Elbe. It is situated partly on islands, and partly on the continent. Merchants of all nations resort to it, whose goods are sent into the heart of Germany by means of the river. They also send vessels every year to Greenland to catch whales; and there are not less than 200 ships at a time belonging to foreign merchants frequently at anchor before the city. Ships come up to the doors to lade and unlade goods, as the tide flows for 16 miles beyond the town. It has a considerable trade with London, especially in linen, and is 26 leagues to the S. E. from the German Ocean, in lat. 53 deg. 34 min. N. and long. 9 deg. 50 min. E. and it has high water on full and change days at 6 o'clock.

HAMEL HOLE, otherwise called OM-BELD, is a nook at the distance of two leagues W. from the river of Methlepatam or Massulepatam, on the coast of Coromandel, in the bay of Bengal, in lat. 16 deg. 20 min. N. and long. 80 deg. 25 min. E. Europeans frequently haul up their ships here, on extraordinary occasions, to careen, clean, tallow, grave, and sometimes even to sheath them. Ships must mind the lead night and day on all this coast.

HAMKES's or *Gael* HAMKES's Bay, on the E. coast of Greenland, is in lat. 75 deg. N. in the S. bight of a promontory.

HAMMERFAST Island, is between Surroy and Jugen, near the northern extremity of Lapland, within which is a harbour at S. E. or S. E. by E. from Surroy, on either side of the small islands called Ship Holm and Reef Holm. Ships may run within Surroy through Suver Sound, leaving all the islands except Idlen and Hammerfast just on the larboard, and run out to sea again between the N. Cape and the N. Kin.

HAMMER Sound, is one of those pieces on the coast of Norway where no ships can or ought to venture without pilots, between Kirk Sound and the Narve of Norway.

Norway. Hoffness and Mardon Deep are to the N. E. of it, being nearly in the midway between the Naze and Christiania, in lat. of 58 deg. 25 min. N. and long. 9 deg. 12 min. E.

HAMMON HEIL or HIEL, on the S. coast of Coromandel, on the peninsula of India, with Mannare Hiel, are the first lands of that coast, near the W. end of the reef of Mannare, and perhaps the same with what is now called Ramen Point. From the point of the island called Hammon Hiel to Aderanpatanam it is 17 leagues at N. W. by N. between them is a place called the Cage, 20 miles from which is a sand-bank that has not more than 10 or 12 feet water upon it. But from the Hiel to Calimere Point, without going into the bay of Aderanpatanam, it is 15 or 16 leagues to the N. by E. It is 8 leagues at W. by S. and W. S. W. from Point Pedro; but there is a shoal between them, so that ships must stand off to avoid it, having but 3 fathoms on it; and when at a sufficient distance, bring the fort of Heil at S. E. and steer with it so into 4 fathoms and a half, where is good and safe riding in good ground. See ADERANPATANAM.

HAMOA Island, in the S. Pacific Ocean, is a large island at two days sail to the N. W. from Vavaoo, and is said to have good harbours, good water, and abundance of refreshments. It is under the dominion of Tongataboo or Amsterdam Island. The groupe of islands in those seas are called Friendly Islands.

HAMOAZE, the western branch or main river which falls into Plymouth Sound, and is the harbour for the Royal navy. It extends from the entrance at Crimble Passage and the Obelisk quite up to Saltash, near to which the moorings for the King's ships have been carried. It is at the mouth of the river Tamar, which in its course for the most part separates the counties of Devon and Cornwall almost from the N. side of the two counties. It is capable of containing a large quantity of shipping, and it has been asserted that it has moorings for 80 sail; but we think, from our personal knowledge of the harbour, that it cannot have much short of 100 mooring buoys. They lie for the most part in three tiers, of which the middle is appropriated to three-decked ships, that on the W. side to ships of less force, and that of the E. side to frigates. On this side, however, there are shoals

off the mouth of Weston Lake, which change the regular direction of those moorings, which are mostly stationed in the quincunx form, at such distances that the ships always swing round with the tide and current. The river of St. Germain's is towards the upper end of this harbour, which runs up into the land of Cornwall to the westward; and lower down the spacious lakes of St. John's and Millbrook, facing the dock-yard, which dry at low water. Barges and small vessels go up them at high water, by certain channels that are marked out, with such materials as are wanted by the inhabitants of the adjacent villages.

To sail into Hamoaze from Plymouth Sound, supposing a ship to be at anchor under the Withy Hedge, or the high land at E. S. E. or thereabouts, from Drake's or St. Nicholas's Island, steer along towards the E. end of the island, but so as to give it a good birth, and observe the Winter Rock, on which is a beacon or mark, which may be left on the larboard, having as land-marks the Royal Hospital at Stonehouse on with Admiral Pritchard's house on the rising ground, being a large house in the village of Stoke. As soon as the Winter Rock is at E. from the ship, leave these marks, and get Blockhouse Point and the Obelisk above the Passage-house in one, with which steer away for the Point till Hamoaze begins to open round it, and continue to mid-channel, when Mount Wise Battery and the spire of the chapel in the town of Dock will be in one. Run up with these marks till a ship is more northerly than the Buoy of Passage Rock, which is the only danger at going in or out, and then steer in to the northward of it almost due W. till the harbour is fairly open to the N. See GERMAN.

To anchor in the harbour, it may be necessary to observe caution, not from the depth of water or ground, as the ground is good and the depth from 13 to 15 fathoms, but on account of the position of the mooring-chains in the bottom, which stretch out at a considerable distance each way from the centre where the buoy is placed; these lie in the direction of N. E. and S. W. so that by deviating a little on one side of these positions an anchor may be dropped with great safety.

Of the dock-yard here, it may be said that it contains the most spacious docks, armaments, and conveniences for building and

and fitting-out ships of war that can well be conceived; and from its establishment, within the space of a century, a large town has sprung up contiguous to the yard, from the number of artificers in constant employ, and the various branches of business which the bustle of a dock-yard must necessarily occasion.

HAMOTE or **HOMET** Island, in Queen Charlotte's Sound, between the two islands of New Zealand in the S. Pacific Ocean, is a long island, between which and Motuara Island is one of the entrances into Ship Cove. In coming in or going out of this sound, it is highly necessary to be particularly attentive to the state of the tides, as the currents through the straits are very rapid. The time of high water on full and change days is about 9 or 10 o'clock, when the swell is about 7 or 8 feet; and the flood sets from the S. E. strongly over the N. W. head and the reef off it, but the ebb still more rapidly to the S. E. over the rocks and islands off the S. E. head. The variation here is 13 deg. 5 min. E. See *Queen Charlotte's Sound*.

HAMPSTEAD Bay, on the S. side of Long Island, which extends along the coasts of New York and Connecticut, and is separated from it by Long Island Sound, on the coast of North America, is to the E. of Jamaica Bay, on the same side of that island. From the E. shore of this last-mentioned bay to the bottom of Hampstead Bay is but a narrow isthmus, and a long and narrow peninsula is thereby formed, the W. point of which is called Rock Neck Point, and the E. point is named Beach Point. On the W. of the former is Barres Island, off the mouth of Jamaica Bay, between which and the point is the channel into that bay; and round the latter the bay of Hampstead runs in deep to the W. parallel to and but at a small distance from the S. shore of the peninsula.

HAM Sound, off the S. end of Pomona Island, the principal of the Orkneys, has a good channel, sailing close by the point of Roiness, leaving the island Lambholme on the larboard, and keeping the island of Pomona on board till a ship comes up to Cair Sound.

HAMPTON Bay, is to the S. S. W. from the town of Portsmouth, on the coast of New Hampshire in New England, N. America, and nearly N. from Merrimack River, in the direction of the coast in Massachusetts. It is in lat. 43 deg. 12

min. N. and long. 74 deg. 2 min. W.

HAMPTON, on the N. side of James River in Virginia, is at the bottom of a bay within the N. point of the entrance, and only 15 miles to the S. E. across the land between the two rivers, from York Town, on the S. side of York River.

HAMPTON East, is on the S. side of Long Island, off the coasts of New York and Connecticut, towards the E. end, but does not appear to be remarkably situated for commerce, where so many better places are to be found in its vicinity on the main.

HAMPTON Water. See *SOUTH-HAMPTON*.

HANADI Tower, in the island of Malta, in the Mediterranean, is on the N. E. side of the island, between the bays of St. Paul and Meleha, to the N. W. of it, and not far from the N. W. extremity of the island. It is known by two or three small islands off the E. point of St. Paul's Bay, which are to the S. E. from this tower.

HANARAY Island, is one of the small islands on the coast of Malabar, or W. coast of the peninsula of India, in the vicinity of Geriah and Goa.

HANFAST Point, is a projecting land, which separates Studland Bay on the coast of Dorsetshire, without Pool Harbour, from Swanage Bay. It is the easternmost point of the island of Purbeck, and is about a league at N. by E. from Peverel Point and Ledge, as the harbour of Pool is two leagues to the northward of this point. A little without this point is a remarkable perforated rock, known by the name of Old Harry Rock, and is not in other respects much unlike the Needles Rocks at the W. end of the Isle of Wight, which are within sight of it. To sail from this point into Pool Harbour, see under the article *POOL*.

Square HANDKERCHIEF, in the Bahamas Islands, is an island to the S. E. of the Caicos Islands or Cayos, of which the N. point is in lat. 21 deg. 24 min. N. and long. 70 deg. 19 min. W. and the S. point in lat. 21 deg. 5 min. N. and long. 70 deg. 49 min. W.

HANET Island, is one of the rocks or small islands on the N. W. part of France, between the island of Ushant and St. Matthew's Point, or the opening towards the harbour of Brest. There are many others, which will be noticed under their respective heads.

HANGLIP Point, is the eastern limit or entrance to False Bay, which is round the point of the Cape of Good Hope, from whence the coast to the N. forms the E. side of False Bay, and to the E. is named the E. coast of Africa, in various directions tending generally to the N. E. It is in lat. 34 deg. 16 min. S. and long. 18 deg. 44 min. E.

HANGMAN Point, on the S. coast of Ireland, is only about half a mile at S. S. E. by E. from Prehain Point, and about a mile to the S. W. of Oyster Haven. It is the outer point of the E. entrance into the harbour of Kinsale, as that of Prehain is the inner and turns short in towards the N. See **KINSALE**.

HANNO Island on the coast of Sweden within the Baltic, is to the eastward of Falsterborn Point, within which there goes up a sound to Carlshaven and Selborg. On the S. E. of the island is a great rock, called emphatically, The Rock, being so in the fullest sense; from which rock to the island of Bornholm is 16 leagues at S. W. southerly, and to Alhuys 13 leagues at W. by N. It is also distant from Sandhamner Point 16 leagues at E. N. E. northerly, and 10 leagues from the island of Oeland. There is no anchorage near the island and rock, but water enough to sail about them any where. Carlescroon Haven is 3 leagues at N. by E. from this rock. See **CARLESCROON**.

HANNOVEAUX Rocks, which have been mentioned under Guernsey, are about 4 miles to the W. of that island, and extend in length about 4 miles. Those to the southward are the largest, and are called the Gros Hannoveaux, which lessen towards the middle when they are called simply, The Hannoveaux. Towards the N. end they lie all under water, and are not seen at all, which makes them the more dangerous, so that ships have been frequently lost upon them.

New HANOVER is a maritime county of North Carolina, on the E. and N. E. of Cape Fear River, on the coast of N. America, having a considerable extent of coast from New River on the N. E. to Cape Fear on the S. W. and up the E. side of Cape Fear River to Wilmington.

HANOVER, or **New HANOVER**, an island of the Eastern Indian Ocean, otherwise the South Pacific Ocean, was seen by Captain Carteret on the S. side for about 6 leagues, and it does not seem to

be above 9 or 10 leagues long from Queen Charlotte's Foreland at the S. W. to the N. E. and about 7 leagues where broadest. The channel between it and New Ireland on the E. is not above 4 miles broad, having some islands before it on the S. Its middle is in lat. 2 deg. 20 min. S. and long. 148 deg. 43 min. E. The S. W. point of New Hanover is a high bluff point, about which are many hummocks. It is opposite to the N. W. extremity of New Ireland, and is high and covered with trees, among which are many plantations, so that the whole presents a most beautiful appearance. The Admiralty Islands, between 20 and 30 in number, of which many are considerably extensive, lie farther to the westward in long. 147 deg. E.

HANS or **HANSEATIC Towns**, is a name that has been given to several port towns of Germany, which were anciently joined in confederacy to protect their trade, and for mutual defence. They were all imperial cities and sovereign states, of which the principal were Lubeck and Hamburg; and these, by such an union, engrossed the most considerable part of the commerce of Europe.

HANSON's Bay, in the island of Antigua in the West Indies, is on the W. side of that island to the N. of Five Islands Harbour, having Sydslerff's Bay and Gulf Point between them. It is to the southward from Deep Bay and Thomas's Bay.

HANWAY's Point, on the N. coast of Lord Egmont's Island or New Guernsey, the largest of those called Queen Charlotte's Islands, is to the westward of Swallow Bay, and to the W. of that is Howard's Point about 4 or 5 miles. When Hanway's Point is at W. N. W. and Swallow Point at E. by N. there is safe anchorage; but from the point there runs off a reef, on which the sea breaks very high, the outward side of which lies in the direction of N. W. by W.

HAPAE Islands, comprehend the 4 small islands of Haanno, Foa, Lefooga, and Hoolaiva, and are situated among the Friendly Islands in the South Pacific Ocean. They are of a similar height and appearance, and connected by a reef of coral rocks, which are dry at low water. The plantations of these islands are very numerous and extensive; some of them are inclosed also in such a manner, that the fences, which run parallel to each other, form spacious public roads, that would

would appear ornamental even in countries where rural conveniences have been carried to the greatest perfection. These islands extend about 19 miles.

HAPSAL, is a sea port of Livonia, in that part of its extensive coast on the E. part of the Baltic, known by the name of Estonia or Ethonia, near the S. E. part of the Finland Gulf, which has Narva for its principal town. The lat. of Hapsal is 59 deg. 4 min. N. and long. 22 deg. 47 min. E. and is only 5 miles to the S. W. from Revel, opposite to the island of Dago.

HARATOH River, is to the eastward of Algiers on the N. coast of Africa, which falls into the Mediterranean. On its W. towards Algiers as far as to the small river of Ain Rebat, are Bahyras or Gardens, which render the coast extremely pleasing, though from thence to Algiers it is rugged. On the E. side of this river, round the large bay called the bay of Algiers as far as to Tremendufé at the distance of a league, the shore is mostly accessible.

HARBOUR Cove, on the W. shore of Padstow Haven, on the N. coast of Cornwall, is about a mile within the haven, where ships may lie afloat at low water, and safe from all winds; but the haven is a mile higher on the W. side also, and is dry at low water, but the ground is soft and oozy, and the tide rises 22 feet. We shall give particular instructions under Padstow, for the entrance to this river from the sea. See PADSTOW.

HARBOUR *Grace*, on the E. coast of Newfoundland, is within Conception or Consumption Bay, on the western shore, and about a league at E. N. E. from the harbour of Carbonera. It is a deep entrance, and lies in from the opening at W. S. W. and runs into the country from 8 to 10 miles; and ships may turn into the bay from side to side all over it; only taking notice to avoid a rock or parcel of rocks in the middle of the channel, called The Salvages, which are bold, so that ships may go on any side of them. There is another rock on the N. shore called Long Harry without the other, where boats only pass between it and the main, because it is very narrow, though deep enough for ships. Both the rocks are high above water, and therefore, as they are easily seen, are attended with no danger. Ships may ride within a high beach very securely; keeping to the N.

shore to avoid a bar or ledge of rocks that shoots over to the S. side from the N. quite across the harbour. When a ship is near the ledge, two white rocks will be seen in the bank on the water-side, about a mile E. below the beachy point, which point reaches for the distance of half a mile.

In passing the bar, by keeping on the N. side next the beach, there is 3 fathoms to 3 fathoms and a half, and from 5 to 7 fathoms as soon as a ship is over; but there is not above 7 to 9 feet water on the S. end of the bar. From the two white rocks just mentioned, the bar stretches to the S. W. quite over to the S. shore, which will point out exactly where it is situated; but beyond the bar it is every where clean from side to side, and has from 7 to 10 fathoms for above 2 leagues within the beach. There are some islands without it, of the same name; the entrance to the harbour is on the N. side of them.

HARBOUR Grace Islands, are some islands on the outside of the bar or entrance to Harbour Grace, on the S. side of which the ground is foul and dangerous, but safe on the N. side, by which is the opening to the harbour.

HARBOUR Island, one of the Bahamas in the West Indies, lies off the N. end of Alabaster or Eleuthera Island. It has several small cays or keys to the northward, and at its S. end there is a passage in for small vessels, where there is a fine clear sandy bay with curious green water. At the N. end of the Cays is a ledge of rocks, about 2 miles distant, which is very visible in the day, and must be carefully avoided.

HARBOUR Main, at the bottom of Conception or Consumption Bay, is about 2 miles from Salmon Pool, where there is a plantation on shore, and good fishing in the offing; but it is quite out of the way, so that ships seldom go in so far.

HARBURGH, is a town of Lunenburg and Lower Saxony in Germany, situated on the S. shore of the Elbe River, opposite to Hamburg, and equally well placed for trade as that city. It enjoys the same advantages as that flourishing town for carrying merchandise up or down the river, and is in lat. 53 deg. 49 min. N. and long. 9 deg. 36 min. E.

HARDENED, or HARD END, is a sand on the S. shore of the river of Tyne in Northumberland, or rather on the Durham side, which shoots northward from the

the extreme part of the Durham coast, to the bar of that river, as far as to the opening within it from the sea. No ships, therefore, must approach that coast, but keep to the N. point of the entrance, on account of this bank.

HARDERWYCK, which denotes in the language of the Flemings the village of Shepherds, is situated on the Zuyder Zee, and a port town of Guelderland. It is in lat. 52 deg. 23 min. N. and long. 5 deg. 40 min. E.

HARD Sand, is the southernmost of the three shoals or sands, and a little to the northward of Santford, which lie along off the coast of Holland.

Sir Charles HARDY's Island in the S. Pacific Ocean, in lat. 4 deg. 20 min. S. and long. 153 deg. 32 min. E. is about 3 leagues from N. to S. and 15 leagues to the W. from the northernmost of the Nine Islands. To the S. by E. from it is Winchelsea's Island at the distance of about 10 leagues, supposed to be the Bouka of Monsieur Bougainville.

Sir Charles HARDY's Islands on the N. E. coast of New Holland or New S. Wales are E. half N. from Cape Grenville, and are high. See *Cape GRENVILLE*.

HARE Island, is in the River of St. Lawrence, between Tadoussac and the Island de Coudres, and about 6 or 8 leagues from the former, in the middle of the river. There are several others near it in the same situation nearly, and many others on the eastern shore. The channel on the N. side of these islands, if the wind is not fair, is dangerous, the river being rapid and narrow for a quarter of a league; but the channel to the S. of the island is less dangerous, called, The Pais of Ibberville. The N. point of this island is in lat. 48 deg. 3 min. N. and long. 68 deg. 38 min. W. and it is high water there on spring tide days at half past 3 o'clock.

HARFLEUR, anciently called **HARLEFLOT**, is a small town on the Lezarde near the mouth of the River Seine, and 5 miles to the W. from Havre de Grace on the N. coast of France. The harbour at present is only fit for small vessels, and the town is situated in lat. 49 deg. 32 min. N. and long. 16 min. E. It is on the E. side of the river on which it is situated, and a canal goes from the harbour of Havre to the N. E. to Harfleur River.

HARLE Island is off the port of Bergen in Norway, within which ships must go by the Harleford Channel from the northward, between this island and the main. The Outery or Outer Rocks are about 7 leagues northerly from the island.

HARLEFORD Channel, is between the island of Harle off the port of Bergen in Norway and the main, through which ships may go from the northward, and also at N. N. W. and N. by W. from Aland into the sea.

HARLING's Bay, on the coast of China, is due W. from a point that is 4 leagues at N. N. W. from Pedro Blanco, in lat. 22 deg. 15 min. N. If occasion require, ships may run in here, and find a good road, taking care to go in on the outside of a small island which will be seen close to the shore. There are some rocks, but they are above water, on any side of which a ship may pass and ride in from 4 to 10 fathoms and good ground. There are abundance of islands here, that are extended along the shore; and the best direction is, to keep without them all.

HARLINGEN, on the E. coast of the Zuyder Zee, nearly S. from the island of Schelling. To go for it, ships come in by the Wester Boom Gat or Channel, at the S. W. end of Schelling Island, as will be related under that head. Ships that are bound for Harlingen or Harling, as it is sometimes called, usually stop to lighten in a road on the W. coast, between two black buoys. It is called a city, and is one of the largest and most populous cities of Friesland, after Leuwarden. The name is derived from Harlige and Harns, two families who anciently possessed it when it was a hamlet. The harbour is large, and much frequented, but the sands which lie before it prevent vessels of deep burden from entering it; so that they are either obliged to lie off at a great distance to sea, or unload part of their cargo before they can enter. The adjacent country can be very easily laid under water; and some dykes have been raised here to stop the fury of the waves. They have a great trade in making sails, and import and export corn, pitch, tar, fir-trees, and deals. It is situated in lat. 53 deg. 9 min. N. and long. 5 deg. 14 min. E.

HARM or ARM Island. See *ARM*.

HARMEN Head, is 5 leagues from the Paternosters, on the coast of Norway,
3 M which

which are situated to the northward of the Maellstrand, and 6 leagues the other way from S. Wixholm. A great river comes in between the Maellstrand and Harmen Sound, which is navigable far in, the opening of which is called Keer Sound. But we can give no directions for its navigation; and being deemed necessary to take pilots, this is the less to be regretted.

HARRASEQUET Bay, on the coast of New England in North America, is one of those smaller bays and coves that every where abound on the coast.

HARRINGTON Sound, in the islands of Bermudas, is formed by an arm of land that stretches out in the form of a hook from the N. E. point of the main island, so as almost to meet with another point of land to the S. W. It is an excellent harbour, and capable of receiving a fleet of ships, having from 7 to 8 fathoms water and very secure riding, being sheltered from all winds. In the entrance from the W. and N. W. which is narrow, there is from 3 to 4 fathoms.

HARRIS's Bay, on the N. E. part of the island of Antigua in the W. Indies, is between Guana Island to the N. W. and Crump's Island to the S. E. into which are two narrow channels from the eastward between the reefs of rocks. There are also several small sands within it, with 3 and 4 fathoms water between them, where ships of moderate draught of water may lie safe, if occasion requires them to put in there. There is also a sound or passage into it from the N. between Guana Island and the main. See **GUANA**.

HARRIS Island, one of the Hebrides off the W. coast of Scotland, and the southern division of Lewis Island, from which it is separated only by a narrow channel. The country is in general not very well adapted for cultivation, but it abounds with game, and the lakes and streams have a great variety of fish. The S. end is in lat. 57 deg. 46 min. N. and long. 7 deg. 12 min. W.

Cape HARRISON, is the N. point of Esquimaux or Eskimaux Bay, on the E. coast of Newfoundland, in lat. about 54 deg. 8 min. or 10 min. N. and long. about 57 deg. W. See **ESQUIMAUX Bay**.

HARRY Head, on the W. coast of Ireland, is in lat. 52 deg. 15 min. N. and long. 10 deg. 18 min. W. probably

a mistake in our authorities for **Kerry**, or the S. point of the entrance into the River Shannon.

HARRY Rock, a noted rock off a point or headland to the southward of Pool Harbour, on the coast of Dorset. See what has been said under the article **HANDBAST**.

HARTHALS, on the coast of Germany, is 8 leagues at W. S. W. from the point of the Scaw, the shore between being all full of hummocks and sand-hills, and the high lands of Laeclow may be seen all the way. Thwart of it is a stony shoal about a mile from the shore, on which many ships have been lost. It is also 4 leagues at N. E. by E. from Robkuyt or Robsnote, between which is a deep bay, but the shore is flat, and a bank lies parallel to it, so that there is but 9 fathoms at the distance of 4 leagues. There is a square steeple in the midway, and double land, which is, the high land of Laeclow just mentioned over the high land of Harthals.

HARTLAND Point, on the N. W. extremity of the coast of Devon, is the opening of the Bristol Channel. It is 11 leagues at N. E. by N. from Port Isaac on the N. coast of Cornwall, and is opposite to the island of Lundy, which lies due N. from it between 3 and 4 leagues. This promontory runs out a good way into the sea; and under shelter of the rocks here, fishermen often lie in S. W. or S. E. winds. It also participates in the herring fishery upon the coast. There is a good quay at the town, but the descent to it is very steep; and a pier has also been erected to break off the sea. The point is in lat. 51 deg. 6 min. N. and long. 4 deg. 40 min. W. and has high water on full and change days about half past four o'clock.

Biddeford Sound, or the bay of Barnstaple lies about 4 leagues to the eastward from Hartland Point, and 6 leagues at S. E. by S. from the S. end of Lundy Island. The course from Hartland to the Holms also is altogether clean; but the Welch Coast is foul and shoally.

HARTLEPOOL is a village in the county of Durham, at the distance of 7 leagues to the N. W. from Whitby on the coast of Yorkshire North Riding. It is situated on a promontory, and is encompassed on all sides but the W. by the sea. It has a harbour, in which the Newcastle colliers frequently take shelter in

in stress of weather, being only 6 miles N. of the River Tees. The town almost wholly depends on fishing. There is a stone pier or head which is very secure for vessels when they are in, but it falls dry at low water; at the entrance of which is a beacon that must be left on the starboard, to avoid some rocks which lie off from the shore, when ships may run right in at high water. To ships which draw no more than 12 feet, there will be no danger; and by keeping close to the pier, the Gamble Sand will be avoided. A good road is on the southward of the town, where ships may anchor in from 4 to 6 fathoms; and as the town stands on a peninsula, making a small hook to the southward at its extremity, the pier is within this hook on the W. side of the haven. The coast, in sailing along, exhibits a pleasing view of corn-fields, meadows, villages, &c. There are two rocks, about a mile from the shore, called the Dogger and Boat or Boot, about 2 leagues to the northward; of these the first mentioned is the largest, and appears above water like a ship with the bottom upwards, and is always visible, but the latter is 6 or 7 feet, and some accounts say 2 fathoms under water when the tide is out. Sunderland, which is the next port to the northward, is 4 leagues to the N. from Hartlepool. It is high water here on full and change days at 3 o'clock; and it is in lat. 54 deg. 40 min. N. and long. 1 deg. 1 min. W.

HARTLEY, on the coast of Northumberland, is to the N.W. from Tinnmouth, where an artificial haven has been constructed by Lord Delaval, and from whence great quantities of coals are shipped for London. Here are also large salt works and copperas works, besides considerable glass works, of all which large quantities are exported and carried coast-ways. A canal is here cut through a solid rock to the harbour, of the depth of 52 feet, 30 in breadth, and 900 in length; which works are the sole property of Lord Delaval, at whose expence they were erected, and produce a revenue of 20,000l. per annum.

HARTLEY Pans, or SEATON Sluice, another name by which the haven of Hartley is known and distinguished, and is about 4 miles to the northward of Collier Coats, and 6 from Tinnmouth Bar. Small ships used heretofore to go in there to load coals and salt, where there was

about 10 feet depth at high water spring tides; and those vessels which could not take in all their lading at the piers, had it carried off in barges. The sluice, which is a little above the quay, can be stopped at high water, and when ships are to go out, they let off the water by the sluice to deepen it and strengthen the ebb. In the road is good anchorage, having from 4 to 7 fathoms. From hence to Blyth is about 3 miles to the N.

HARTSO, a large rock so called between Telghen Sound on the coast of Sweden and Landsfoort Point; from which at E. N. E. are many rocks in a cluster, called the Heyrhams, that are foul at a distance from them, but there is no need to come near them. See HARVERING and LANDSOORT.

HARUSA Island, is the third of 5 large islands that are to the northward of Broad Sound on the coast of Norway between Bergen and Drontheim. It has a high hill on the middle of it, but is low at both ends.

HARVEY's Island, in the S. Pacific Ocean, is in lat. 19 deg. 18 min. S. and long. 158 deg. 48 min. W. It is at no great distance from Wateoö, to which it is subject. Neither anchorage could be found, nor could boats approach within a quarter of a mile of the shore for a reef of rocks. The natives seemed to show an aversion to all attempts to land.

HARWICH, which derives its name from the Saxon Wood Harewic, a haven or bay, is situated in lat. 52 deg. 11 min. N. and long. 1 deg. 13 min. E. which has high water on full and change days about a quarter past 11 o'clock. It is a town at the extreme part of the county of Essex, and the station of the packet-boats to the eastern coast of the continent. It has a safe harbour, which is so spacious, that 100 sail of men of war have been seen there at one time, with their tenders, besides 3 or 400 sail of colliers, being a perfect harbour to within two miles of Ipswich, and capable of receiving ships of 100 guns all the way. There are sloops which come hither directly from the River Thames, and return with passengers. Here is also a very good yard for building ships, with the necessary store-houses, cranes, launches, &c. Though the entrance into the sea here is between 2 and 3 miles wide at high water, the channel by which ships must come to the harbour, which lies along the Suffolk side, is nar-

row and deep; and all ships therefore, that come in or out, are commanded by the guns of Languard fort.

The town stands on a cliff or point of land, bounded on the E. by the sea, and on the N. by the mouth of the River Stour and the Haven of Orwell. The washing and undermining of the tides, and the falling off of large pieces of cliff have made the point a peninsula, and perhaps, may in time make it an island. A coal-fire light is kept every night in a room over the chief gate of Languard fort, to guide vessels into the harbour, and to this corresponds a light-house on the town-green below the cliff, with lamps supplied with oil. These are to conduct ships clear of a sand called the Andrews into the Rolling Grounds, where there is good anchorage. The tide of flood at spring tides makes into the harbour from the S. and rises at least 15 feet, but at neap tides only from 10 to 11. In sailing northward from Harwich, the Suffolk coast will be on the larboard, and must be kept at a distance of from half a league to a league and a half.

To sail to Harwich from the Thames, having passed the end of the Gunfleet or the New Spits, and run within a mile of the Naze Point, which has a house and trees upon it, be careful of a stone bank that has only a depth of 5 feet upon it, at low water, and lies in the direction of E. by N. about half a league from the Naze trees. Between the Naze and this shoal there is no more than 8 or 9 feet at low water; and the leading mark to carry a ship clear from the Naze to the stone bank, is to get Harwich steeple on Harwich Beacon Cliff, and this mark will conduct a vessel into the Rolling Grounds, where there is anchorage in from 3 to 4 fathoms. The best part of the road is, when Harwich wind-mill is two sails breadth open of Harwich cliff. To sail from the Rolling Grounds into the Wallet, keep Pain's tree open of Harwich cliff, till the Naze bears S. W. then keep Harwich church in a line with the beacon, and a ship will pass clear of the stone bank.

To run from the Naze between the Cork Sand and the ridge, keep the Naze trees at S. W. sailing on at N. E. till the brewhouse to the northward of Languard fort is in a line with Harwich steeple; that will carry a ship clear of the Cork Sand and Cork Ridge.

To go into Harwich through Goldmore's Gat, see GOLDMORE's Gat and GUNFLEET.

HASEBOROUGH, on the coast of Norfolk, is to the N. W. from Winterton Nefs. In coming from the northward, keep a low church which is to the N. W. of it a sail's breadth off the cliff, and steer directly with this mark; and to know the right church, bring Haseborough church at N. W. by W. and from thence steer S. E. by E. which will bring a ship to the above mark, and conduct her within all the overfalls to the westward of the Nefs. As a long direction, Haseborough is S. E. from Hamborough Head, on the coast of Yorkshire; and for a short one 4 leagues at E. by S. and E. S. E. from Cromer, and 3 leagues more from it at S. E. to Winterton Nefs. When a ship is so far to the N. W. of Haseborough, as to see its steeple, which is the highest of all on this coast, she will have a depth of 10 fathoms; and when it bears S. S. E. Cromer steeple will be at S. S. W. The flood-tide from hence sets to the westward over Burnham Flats, and the ebb-tide crosses to seaward. The Lemon Sand is about 9 leagues off at N. E. by E. and N. E. half E.

HASEBOROUGH Sand, lies parallel nearly to the coast, in the direction of N. W. and S. E. about 7 miles in length, but is narrow, on which there is only 7 or 8 feet at low water. It is about 8 miles from Winterton Nefs, and the S. E. end bears about 8 miles at N. E. by N. from Winterton church. Haseborough church is also about 6 miles at N. E. half N. from the N. W. end of the sand. It is very steep, and has 20 fathoms water on each side; but the ends are not so steep, but lessen to 7, 6, 5, or 4 fathoms, &c. till it comes upon the sand. This is sometimes called URREY.

HASLEM, is an Island of Denmark, situated in the sea called the Cattegatte, at the entrance of the Baltic, and to the N. of Zealand, in lat. 56 deg. 21 min. N. and long. 11 deg. 51 min. E.

HASSELIN Island, is one of the islands of the Cattegatte, Anholt being the other, and is 11 leagues at S. W. from Anholt, and 9 leagues at W. by S. from the Koll.

HASTINGS, is a town on the coast of Suffex, and the principal of those called the Cinque Ports. By the rules which constituted and confirmed the privileges of

of these ports, and their members, they were obliged to find 21 ships within 40 days after the King's summons, and 21 able men to each ship, well furnished and well armed for the King's service. These were also compelled to continue a fortnight in the said service, at their own proper costs and charges; after which, if their attendance was longer necessary, or if they were required to continue in such a state, the King was to defray the expence, at the rate of 6d. a day for each master and constable, and of 3d. a day for each of the rest. This was a great sum in those times, and an encouragement to the inhabitants of those ports to perform the required service speedily. The name is supposed to have originated from Hastings, the famous Danish pirate, who used to build fortresses where he went ashore for plunder, to cover his men and to secure his retreat.

This town is situated between two high cliffs, one towards the sea, and the other on the land side. Its port had anciently a strong pier, of which the wooden piles now or lately did appear at low water, and near it is a platform that is mounted with 11 pieces of cannon. The cliff on the S. side is perpendicular and lofty. From hence to Bexhill and Eastbourne the road is on the beach at the foot of the rocks. The small brook called the Bourne, falls into the sea at Hastings; and Nunhide Haven, which is across the valley, about 3 miles off on the side of Bexhill and Eastbourne, is said to be the place where William the Conqueror first landed to take possession of the English kingdom and crown. The lat. is 50 deg. 52 min. N. and long. 0 deg. 41 min. E.

HAT or HATS Island, is due W. from Gresholm Island, without Milford Haven, on the coast of Pembrokeeshire, in S. Wales. It only shews itself at low water. See GRESHOLM.

HAT Island, is a small island of the W. Indies, in lat. 18 deg. 38 min. N. and long. 63 deg. 31 min. W. a little to the eastward of Anegada, and to the N. E. from the Virgin Islands.

Cape HATTERAS, is a headland on a bank of the same name off N. Carolina, on the coast of N. America, which incloses Pamlico Sound. It is in lat. 35 deg. 5 min. N. and long. 75 deg. 50 min. W. The coast from this cape trends away to the S. W. as does the bank itself to the entrance into the Sound,

forming a very narrow slip, defending a spacious bay within, that runs up due N. to Albemarle Sound, at the mouth of the Roanoke River, all the way within this narrow bank. A shoal or reef lies off from the cape, and requires a ship to steer a point or two to the eastward of the general direction of the coast from Cape Henry, as it lies off to the extent of 7 leagues. From this Cape to Cape Fear is 50 leagues to the S. W. The variation off this cape is 5 deg. 20 min. W.

Cape HATTERAS Shoals, off the coast of N. America, and not far from the cape of that name, are in lat. 34 deg. 45 min. N. at the S. end, and in long. 76 deg. 33 min. W.

HANK Head, is a projecting point of land, within the Old Head of Kinsale on the S. coast of Ireland, about half way along the curve of the coast, or a little more, to the point of Sandy Cove, which is the western entrance into the harbour. As it is the first headland within the Old Head, it cannot be mistaken; but in a small bight on each side of the Head are rocks under water, which must be guarded against. There is, except in these instances, and some rocks near the Old Head, and a little within it on the westward close to the coast, generally from 15 to 50 fathoms in the fairway to the harbour at N. half E. from the head; in which course Hank Head will be left at a distance on the larboard, and there is no danger after clearing the Old Head.

HAUL BOWLINE Island, at the entrance of Carlingford Harbour, on the E. coast of Ireland, which must be passed on the E. side, giving it such a birth as not to come nearer than 7 fathoms, nor to the main than 3 fathoms. It is foul and stony on both sides, but the channel is fair, being half a league over; and there is from 7 to 20 fathoms water after passing the bar. See CARLINGFORD.

HAUOVER. See HALOVER.

HAVANNAH, is a city and port at the N. W. part of the large Island of Cuba, in the W. Indies, at the opening into the great Gulf of Mexico. It is 64 leagues almost directly S. from Cape Florida, and is so situated as to command the navigation of the gulf of that name. It was originally called the Port of Carennas. This city is situated in lat. 23 deg. 12 min. N. and long. 82 deg. 18 min. W. on the W. side of the harbour, and is surrounded on all sides

by

by two branches of the River Lagida; and one part of the island is under its jurisdiction, as the other is under that of St. Jago. The port is perhaps one of the finest in the universe, and is so capacious that a thousand sail of ships may ride there commodiously, without either cable or anchor, in which is generally about 6 fathoms water. The entrance is by a channel of about half a mile in length, but pretty narrow and of difficult access to an enemy. Three men of war have been sunk in it to render it still more difficult, since the year 1762, when it was reduced by the English, but restored in 1763. The Moro castle on the E. side of the channel, and Punta fort on the W. side, command the entrance; and there is also a watch-tower between the city and the sea, where a man sits in a round lantern at the top, and announces the approach of any number of ships by flags. This port is the place of rendezvous for all ships from distant coasts, particularly those from Porto Bello and Vera Cruz, which return to Spain from the Indies; and there are sometimes 50 or 60 sail here at once. The fleet usually sails from hence in the month of September, through the channel of Bahama, and has seldom less than 30 millions of pieces of eight on board, which is equal to 6 millions and three quarters of English money.

This port is 18 leagues from Cape de Sed, a promontory so called on the N. side of the Island; but the heat here is extreme, and the nights are more intolerable than the days. It is also about 50 leagues from Cape St. Antonio, the most westerly point of the island.

To go into this harbour, if a ship keeps in mid-channel so as to avoid a small shoal that lies off from each point of the entrance, there can be no danger; and after a ship is in, unless she runs on shore for mischief at the very time of high water, there is no fear of her floating off without damage, as the whole is a soft ooze.

New HAVEN, on the N. coast of France, which is contiguous to Havre de Grace, or more probably a haven without the port of Havre. See *HAVRE DE GRACE*.

HAVERFORD, or *HAVERFORDWEST*, is a neat, well-built, and populous town of Pembrokehire, in S. Wales, situated on the side of a hill that forms a part of the W. bank of the River Dowludye,

one of the principal streams which fall into Milford Haven. It has a considerable trade, and has several vessels belonging to it, and is in lat. 51 deg. 50 min. N. and long. 5 deg. 0 min. W.

HAVERING Island, is situated on the coast of Sweden in the Baltic, at the entrance into the channel of New Koppen, and is 7 leagues at S. by W. from Land-foot Point. Telghen Sound is between them, which is the mouth of the largest lake in Sweden. See *LANDSOORT*.

HAVERSOW, is a town of the state of New York, in N. America, on the W. shore of Hudson's River, about 35 miles to the N. of the city of New York.

HAVRE DE GRACE, a strong sea port town on the N. coast of France, situated at the mouth of the River Seine. It has an excellent harbour, which lies between the town, and a small but regular citadel. It is in lat. 49 deg. 30 min. N. and long. 0 deg. 6 min. E. and has high water on full and change days at 9 o'clock.

To sail into Havre de Grace from the N. or E. run along shore to the northward of Seine Head, till the S. side of the river comes open with Seine Head Point, and run in with that mark till a ship is abreast of Seine Head. Then sail towards Taques Point, edging a little from the N. shore to avoid a small sand near it, till New Haven comes at E. by S. and E. and then sail right in for the haven. A sand, called the Leg Bank, extends W. by N. from the S. W. point of the town of Havre, to the distance of 4 miles, and about a mile in breadth. The little road is on the N. of this sand, and to the S. E. of a small sand or island, called l'Eclat. The sand called Amfar Bank extends westward somewhat farther than the western extremity of the town, being from a mile to 2 miles broad, and in the mouth of the Seine; but it extends to the eastward about 7 or 8 miles, and divides the passage of the river into two channels. Some accounts advise, to take pilots at New Haven, either for Havre, or up the river to Caudebec or Roan.

The ground on which the town of Havre de Grace stands is full of morasses, and is crossed by a great number of creeks and ditches that are full of water. The harbour has particular advantages over the other sea ports of Normandy, and some that are superior to any in the nation.

nation. The water does not begin to ebb here till 3 hours after the full tide so as to give an opportunity for fleets of a large extent to come out with the same tide. It has been known that 120 sail have left the port, in the course of one tide, even with the wind against them. The cause of this very extraordinary phenomenon is attributed to the current of the River Seine, which crosses the mouth of the harbour with great force as soon as the sea begins to retire, and by that means confines the water in the harbour until it has mostly spent its strength. The channel of the harbour points naturally to the S. W. but is turned more towards the W. by a bank of stones and rubbish that has been thrown up by the sea, and has made the entrance into it narrow and dangerous; for vessels are in danger of driving upon the back of the W. jetty with every strong westerly wind.

The great road of Havre de Grace is 2 good leagues from the harbour, and lies at W. S. W. from Cape La Heve, and is about a league from N. to S. having a depth of 12 fathoms at high water, and between 8 and 9 on the ebb; the bottom being hard ground, and free from rocks. The little road is but half a league from the harbour, and lies at S. S. E. from Cape La Heve, and is about a quarter of a league every way; the bottom of which also is good ground, covered with flints and oysters, having about 8 fathoms and a half at full sea, and 5 at low water. The basin or dock is reserved for the ships of war, of which it can receive 30 with ease, and has depth of water for 60 gun ships.

HAWKE'S Bay, on the E. side of the northern island of New Zealand in the S. Pacific Ocean, to the S. W. from Portland, extending for 13 leagues to S. W. by W. the N. point of which, or Portland, is in lat. 39 deg. 43 min. S. and long. 177 deg. 36 min. E. and the S. point is called Cape Kidnappers. In all this bay is good anchorage in from 24 to 7 fathoms. The variation off this bay is about 14 deg. 10 min. E.

Cape HAWKE, on the S. E. coast of New Holland, or New S. Wales, is in lat. 32 deg. 14 min. S. and long. 152 deg. 30 min. E. and the variation of the compass is 9 deg. 10 min. E.

HAWKE'S River, otherwise called Sandwich River, is 2 miles up the harbour of Chebucto in Nova Scotia, on

the continent of N. America, having a small harbour at its entrance for small vessels. It is as wide at the mouth as the River Thames at London, and as deep for 4 or 5 miles up, where it terminates at the fall of a small fresh-water rivulet. This river is nearly W. from Gull Point, or the N. W. point of Cornwallis's Island; and the eastern extremity of its mouth is called Point Pleasant, from which a sand projects eastward, and there is only 5 and 4 fathoms on its E. to the northward of which is Spaniard's Shoal.

HAWKE'S Rock, is near the shore to the eastward of the entrance into Cork Harbour, on the S. coast of Ireland, off a projecting point of land between Roche's tower or E. point of the entrance and Bally Cotton Island. This rock is said to be 4 miles E. from the Stags. On a high head of land, about a mile nearer to the Stags, is a tower close to the water side. Near this place are or were some thatched houses. There is also another flat tower a league farther to the E. upon the smooth point, on which is a long rock covered with ooze. From hence the coast is low to Youghall. See BALLY COTTON.

HAWKINS'S MAIDEN-LAND, now called Falkland's Islands, have been already treated of under that head. See FALKLAND Islands.

HAY River, the same with Haye's River. See HAYE'S.

HAYBARN, is a large hill so called on the N. point of the River St. Bennet, on the S. coast of Africa. See BENNET'S River.

HAYE'S Island, in Hudson's Bay, is formed by the Rivers Nelson and Hayes, which, after running together for some time, again separate. The southern branch still bears the name of Hayes by the English, and is called by the French St. Theresa; and the stream is so gentle on both the branches, that large vessels and shallops might be built there to carry bulky goods, and return against the stream without any difficulty. York fort is, at the point of this island, in lat. 57 deg. 10 min. N. and long. 93 deg. 0 min. W. It has high water on spring tide days at 20 minutes past 7 o'clock.

HAYE'S River, is the most southerly branch of the river which forms Haye's Island just mentioned.

HAYMOUTH, AYMOUTH, or EYE-MOUTH,

MOUTH, on the E. coast of Scotland, is between Berwick and St. Abb's Head, but is only a summer harbour for small ships, though it would be a good place if it had the ordinary means of piers and heads. It was formerly a noted place for the French squadrons for landing forces to the succour and support of the Scots in their wars with England. See **AYMOUTH** and **EYEMOUTH**.

HAYNA River, on the S. side of the Island of St. Domingo, in the W. Indies, is to the westward of the River Ozama, or Rio de l'Ozama, where the town of St. Domingo is situated, at the distance of 4 or 5 leagues. It has Cape Jeremiah, a little to the S. W. and is in lat. about 18 deg. 8 min. N. and long. 69 deg. 44 min. W.

HAYS or *Sir THOMAS HAYS's* Point, is one of the points of Lord Egmont's Island, or New Guernsey, on the N. coast, between Portland Island and Carlisle's Lagoon on the E. and Byron's Harbour on the W.

HEADEN Point, is that point near the N. W. end of the Isle of Wight, at S. W. from Hurst Castle on the opposite shore, which separates Toland Bay to the N. E. from Allum Bay on the S. W. just within the point of the Needles. A sand runs off from it, so that it is necessary to give it a birth of near a mile at least.

HEAPS Buoy, within the river Thames, is at the N. E. end of the Middle Ground, between which and the Gunfleet Sand is the King's Channel, up to the S. W. The sand called the Heaps forms a line with the Middle, being separated only by a small swatch or channel cross-ways at N. W. parallel to the Gunfleet and Buxey, this buoy and the buoy of the Buxey pointing out the channel directly towards the Whitaker beacon at S. W. Come no nearer to the Heaps than 10 fathoms, nor to the Middle than 7 or 8 fathoms. In the best of the channel there is not above 8 fathoms at the first of the tide; and when the water deepens to 8 or 8 fathoms and a half, as it does towards the Heaps and Middle, about ship in that state of the tide. This buoy of the Heaps is about 5 miles at E. N. E. half N. from the buoy of the Middle; and there is but 9 fathoms between the sand of the Heaps and the Gunfleet. But ships coming down from the river Thames, after passing the buoy of the Heaps, may stand boldly to the eastward

till they shoal on the Sunk, in 10 or 11 fathoms.

HEARLE, on the coast of Norway, the S. end of which is in lat. 60 deg. 15 min. N. and long. 5 deg. 56 min. E.

HEATHCOTE's Bay, in the island of Barbadoes, is to the southward of Speight's Town on the W. side, but towards the N. end of the island. It has a fort, which, besides the two forts of the town, contributes to the defence of that place, besides several platforms along the shore.

HEAUX Shoal, on the N. coast of France, is about 4 miles to the N. W. from the island of Brehat, and 2 or 3 miles from the main, having another rock at W. S. W. about a mile from it, called the Noires. They are always above water, and for a mile or two to the northward of them, the ground is all foul and full of rocks; of these some never appear but at very low ebbs, and the rest not at all.

HEBRIDES, or **WESTERN ISLANDS** of SCOTLAND, at a distance from the western coast of that kingdom, are situated between the 55th and 59th degrees of N. lat. and are of various sizes and dimensions. They are supposed to be about 300 in number; but of these the principal are Lewis, Harris, North Uist, South Uist, Sky, Mull, Jura, Ila, &c. which will be respectively noted under their proper heads.

New **HEBRIDES**, are a groupe of islands in the S. Pacific Ocean, which are situated between the lat. of 14 deg. 29 min. and 20 deg. 4 min. S. and from long. 166 deg. 41 min. and 170 deg. 21 min. E. being no less than 125 leagues in extent from N. N. W. to S. S. E. nearly. After their discovery by Quiros in 1606, they were known to geographers under the name of *Tierra Australia del Espirito Santo*. Bougainville visited them in 1768, and landed on the island of Lepers, who found them to be islands and not a connected land, to which he gave the name of the great Cyclades. It was reserved for our celebrated navigator Capt. Cook to explore the whole groupe, whose services have rendered to naval geography the greatest improvements.

These islands are in general high and mountainous, and abound with wood and water, and with the usual productions of the tropical islands. But though

the bread-fruit, cocoa-nuts, and plantains, are neither so good nor so plentiful as at Otaheite; sugar-canes and yams are, on the contrary, not only much more plentiful, but of a superior quality and much larger, so that some of the latter weigh half a hundred weight. The inhabitants appear to be naturally hospitable and civil; but are of very different appearances at the different islands, and were seemingly ignorant of each other's existence.

Amongst the islands known under this general name, we may reckon the Peak of the Etoile or Star of Bougainville, the Tierra del Espíritu Santo, Mallicollo, St. Bartholomew, Island of Lepers, Aurora, Whitfuntide Island, Ambrym, Paoon, Apee, Shepherd's Islands, Three Hills Island, Sandwich Island, Erromango, Tanna, Annatom, Immer, and Erroonan or Footona; all of these are noticed particularly under their respective heads. To these may be added, Two Hills Island, the Monument, Montagu Islands, and Hinchinbrook, besides others of less note.

HEDIC Island, on the W. coast of France, is about 2 leagues at E. by N. from the E. end of the island of Belleisle, and about half a league at N. W. from the Cardinals Rocks, which are always above water. If ships, in coming from the westward, sail through between Belleisle and the islands of Hovat and Hedic, the S. point of Hedic should have a good birth, and then she may run along by the Cardinals in from 8 to 10 fathoms, all clean, and sandy ground, either by day or night. This is the safest and best channel for ships that are within Belleisle. From this island to the entrance of the river Villaine, between the Vannes and the Loire, is between 6 and 7 leagues at E. N. E.

HEEMSKIRK's Banks, as represented in some charts, are to be considered as appertaining to the groupe of islands called the Friendly Islands, and are probably the same as the Prince William's Islands of Tasman, amounting to more than 40, at 3 or 4 days sail to the N. W. from Hapae.

HEILEGEN-HAVE, a sea-port town of Germany in Holstein, situated on the Baltic, over against the island of Femeren, in lat. 54 deg. 30 min. N. and long. 10 deg. 57 min. E.

HEILIGE-LAND, an island of the German Ocean. See **HELICHLAND**.

HEIS, another name for the island Dieu, of which notice has already been taken. See **DIEU**.

HELBREE Island, is a small island at the most westerly part of the peninsula formed by the rivers Dee and Mersey, the extremity of which peninsula comprehends the whole of the sea coast of the county of Chester. It is at the N. E. point of the entrance into the Dee, and about N. W. by W. from Parkgate, the sand extending along shore from one to the other.

HELDER, is the name of the most northerly coast of the peninsula of Holland, to the southward of the Texel Island, along which on the starboard, with that island on the larboard, is the channel into the Texel Road within the island. There are three channels by which ships come from seaward to this point of land; as the Land-deep, which runs up northward along the shore; the Slenk, which is between the Keyter's Flat and the South Sand, and the Spaniard's Gat, between the Texel Island and the Keyter's Flat. All these unite athwart of the N. W. point of the Helder.

St. HELEN's, a village on the E. part of the Isle of Wight, opposite to Portsmouth, having a large bay which runs a considerable way into the land. The Royal navy very commonly rendezvous here, before their departure in time of war, when they are all ready and fully equipped for sailing on any expedition. It is to the northward of Brading Harbour, and the bay or road extends along off the coast, and is capable of containing the whole navy of England, having the Warner Buoy and Sand on the N. and the rocks of Bembridge Ledge to the S. with good anchoring-ground in any depth. The best situation for anchorage at St. Helen's is to keep Sandown Castle, on the S. E. part of the island, just open with the Culver Cliffs, until St. Helen's church comes a sail's breadth open of the Red Cliffs of Bembridge Point or Ledge, and anchor with the church on at S. W. by W. or W. S. W. in 8 or 9 fathoms. The first mark will bring a ship within Bembridge Ledge, which is 10 miles at W. by N. half N. from the Owers, and the latter will keep clear of the Warner Shoal. This is the direction for coming in from the eastward; but to come to this road from the westward, run off to the eastward till the great white patch on Postdown Hill within land comes at N. 3 N by

by W. and run up with this mark till the church of St. Helen's come open of the Red Cliffs as before. Be careful of the in-draft into this road, that a ship may not be drawn inadvertently upon the ledge.

St. HELEN's, is a point of land on the N. W. coast of Ireland, within the islands of Arran, and a little southward of E. from them, in lat. 54 deg. 55 min. N. and long. 8 deg. 56 min. W.

St. HELEN's Bay, is a little to the N. of Saldanha Bay, to the N. by W. from Cape Town on the coast of Africa, into which Berg River falls from the E. It has St. Martin's Point for its S. W. limit, off which are some rocks, in lat. 33 deg. S. and long. 18 deg. 6 min. E.

St. HELENA Bay, or St. Martin, on the S. W. coast of Africa, is in lat. 31 deg. 42 min. S. and long. 17 deg. 28 min. E.

St. HELENA Cape, is the northern opening or point of the river Camarones, on the E. coast of South America, which projects much farther out to the E. than the S. point of that river. It is said to be in lat. 45 deg. 21 min. S. and long. 63 deg. 2 min. W. The variation of the compass off this coast is 19 deg. 41 min. E. and from its projecting out so far, by which it forms two bays, one on the N. and the other on the S. at a distance from the coast it appears like an island of about 8 or 9 leagues long. In that situation no land will appear either to the N. or S. The sea breaks very high over some sunken rocks, at the distance of about 2 leagues from it; and ships have on that account found it advisable to tack in 45 fathoms, with black muddy ground.

St. HELENA Island, is a well-known island of the S. Atlantic Ocean, belonging to the English East India Company, in lat. 15 deg. 55 min. S. and long. 5 deg. 49 min. W. and 400 leagues distant from the nearest coast of Africa on the E. and 600 from that of S. America on the W. It was given to the Company by King Charles II. soon after it had been taken from the Dutch in 1672. The town is but small, and is situated in a valley at the bottom of a bay on the S. side of the island, between two steep and dreary mountains; and it is well defended by forts and batteries. Other accounts say, that the town is on the N. W. side of the island. The variation

observed here in 1763 was 12 deg. 47 min. W.

The most northerly point of the island is called North Point, to the eastward of which is Barne Point, and then Tent Point. The coast now trends S. S. E. to Turk's Cap, to the S. of which is a bay that is known by the name of Kegwin's Landing-place. To the E. of this nearly is Abbe Point. The coast then turns S. to St. George's Island and Hercules Pillar, and from thence S. S. W. for 5 miles, when Pervel's Bay comes in to the S. W. and more westerly is Sandy Bay. From this last is Manata Bay, at 3 miles to the W. off which are some rocks called the Needles. The shore now changes to W. N. W. for 4 miles, as far as Man and Horse Point, then turns short to N. N. E. 3 miles to Egg Island, and Bird Island, and near 3 miles more N. to Horse and Pasture Point, a small island or two being off this part of the coast. To the N. E. of this is Berkeley's Platform, and 3 miles further comes to James's Fort, the landing and watering-place, the governor's house, &c. Munden's Point is to the N. of that, where is a battery; from whence to the eastward is Rupert's Fort at the bottom of a bay, and Blankett's Platform 2 miles to the N. N. E. Sugar-Loaf Point is to the N. of this, about a mile at W. by S. from N. Point.

Rupert's Valley and James's Valley are the only places in the island for landing; but the former of these has no water, and ships, in approaching the latter, must pass close under the Munden's rocks and fort to come to an anchor before the town. All ships that approach the island bring-to on the windward side of the island, and send a barge on shore to the castle, with a mate or officer, to report their nation and business, and to request permission for anchoring. James's Fort is in the most leeward part of the island, so that ships are obliged to come in close under the land; notwithstanding which they are sometimes laid almost on their broadsides, by eddy winds and violent gusts from shore.

The greatest rise and fall of the water at the time of new and full moon is about 39 inches, and the smallest rise at the quarters or neap tides about 20 inches; and it does not sensibly differ for the space of 20 minutes at the time of high and low water.

Of this island, which is so well known to our East India ships, Mr. Forster has given the following account. He tells us, that he made an excursion of about half a mile from the town into the country, and was transported with one of the finest prospects he had ever seen. It consists of several little hills, covered with rich verdure, and interspersed with fertile vallies, containing gardens, orchards, and various plantations. Many pastures are surrounded by inclosures of stone, and filled with a small but fine breed of cattle, and with English sheep. Every valley is watered by a rivulet. The mountains in the centre of the island are hung with woods. The soil which covers the rocks and mountains is, in general, a rich mould from 6 to 10 inches deep, clothed with a variety of plants and shrubs; among these is a tree which the inhabitants call a cabbage-tree, though only used for fuel, gum-trees, and red wood. The governor's garden is about 3 miles from the town, in which are several plants of Europe, Africa, and America, particularly a profusion of roses and lilies, interspersed with myrtle and laurel. Several walks of peach-trees are contained in it, the fruit of which has a peculiar rich flavour; but other European fruits do not thrive, and never bear fruit, neither do vines succeed. Cabbages, and other greens, thrive extremely well, but are devoured by caterpillars; and barley and other corn is devoured by rats, which are inconceivably numerous. The ground is therefore laid out chiefly in pastures, the verdure whereof is surprising, so that the island can support 3000 head of its small cattle. The beef is juicy, delicious, and very fat; and the island abounds with goats, rabbits, a small breed of horses, and various kinds of birds, of which some are indigenous or peculiar to the island. Their number of inhabitants is about 2000, including 500 soldiers and 600 slaves; these are supplied with manufactures from the Company's ships, in return for refreshments, and many of the slaves are employed in catching fish, which are very plentiful.

St. HELENA Point, is a high, flat, and naked piece of land, to the southward from the island of Plata on the coast of Peru, about 2 deg. 15 min. S. from the Equator, on the W. coast of America. To the leeward of the point

ships may ride very safely; but there is a deep and tumbling sea to the windward, and no anchorage. All necessary refreshments for a long voyage may be had here, at the town of the same name, which is just under the point, and ships may anchor right against it, within sight of the houses, in 4 fathoms; but in that situation there is no shelter. About a league and a half from the point there is a harbour, where there is good anchorage, and the land low and flat to the shore. Colanche Island is 3 leagues to leeward of Port St. Helena, the course to which is N. E. from the point, and to the island la Plata is 18 leagues from the point at N. by W. in a direct course.

St. HELENA Sound, within the S. Edisto inlet on the coast of S. Carolina in North America, goes in due W. from the ocean to the mouth of Coosau River, and Combahee River falls into it on the N. W. A small island only within the points of land which form the sound, separates it from Nassau Sound on the S. It is in lat. 32 deg. 26 min. N. and long. 79 deg. 10 min. W.

HELEVARO River, on the coast of Decan, on the W. side of the hither peninsula of India, at the mouth of which is the town of Dabul, is in lat. 18 deg. 30 min. N. and long. 72 deg. 50 min. E. and to the S. a little easterly from Bombay.

HELFOED Haven, in Cornwall, is between Falmouth and the Manacles, and goes in as a sound due E. and W. being deep and open. In going in, keep the fairway, but so as to be rather nearer to the S. side than the N. the former being all safe and good. There is a bar a little to the E. of Helford, with 9 feet at low water. It is high water here on full and change days about a quarter past five o'clock. There is a steep point at the S. side of this haven, and a low sharp point on the N. side. To go in, observe a gentleman's house near the water-side on the S. shore, and some trees on a hill, which must be kept in one, and with these marks run along mid-channel to the entry of the haven; and then, after a ship is in, bring Maunan church at N. N. W. or N. W. and anchor in 3 fathoms and a half at low water.

There are also two or three large trees on the N. side; and when these come a ship's length to the W. of a little house which stands in a white sandy bay, sail

in amidst the channel, which is a short inlet, and when a ship is in there is anchorage in 6 or 7 fathoms. There is also a spire tower on the S. side, and a little castle on the steep land on the N. side.

HELIE's Sound, on the coast of Spitzbergen or East Greenland, is in lat. 79 deg. 15 min. N. and long. 12 deg. 50 min. E.

St. HELIER's, in the island of Jersey, is on the E. side of a bay on the S. coast of the island, in which are the small islands of St. Alban's and Helier. On the latter of these is Elizabeth castle, which commands the entrance into the bay.

It is situated on the bay of St. Alban's or St. Aubin, as the inhabitants express it, and has a harbour and a stone pier, having the sea on the S. W. and hills on the N. which shelter it from the cold. From another large hill, which projects over the town, there is a very extensive prospect. The town is in lat. 49 deg. 11 min. N. and long. 2 deg. 10 min. W.

St. HELIER's Island, for which see the preceding article.

St. HELIER's Rock, is a rock just on the southward of St. Helier's Island, between which and the E. point of the bay is the passage or entrance into it.

HELIGHLAND or HOLY island, is N. W. by N. about 8 leagues from the mouth of the Elbe, which all ships endeavour to make that are going to that river or the Weser and Eyder. It is due N. from the outermost buoy of the Weser, at the distance of 8 leagues and a half, and from the Born Reef, between the islands of Schelling and Ameland, it is 32 leagues at N. E. by E. From the westward it first makes in a high reddish point and flat on the top; and it has a bold shore, so that ships may run directly up to it, and anchor close under the Scholver's Point on the S. E. side, in from 5 to 9 fathoms. When a ship is near the S. point the Monk will be seen, which is a rock that appears above water almost as high as the island; from which rock, about a mile at S. S. E. there is a dangerous sunken rock, but the depth of 8 or 9 fathoms will keep a ship clear without it. When the island hides the Monk a ship will be thwart of it, and when the Monk is seen without the land, that is a mark for being in the best of the road, and in 10 or 11 fathoms, and good

clean ground. In this situation a ship is sheltered from W. S. W. winds, the N. W. and northerly winds; but it is open to the E. and S. E.

But there runs out a long reef to seaward almost a league from the N. side of the island, and ships must come no nearer on that side to it than from 9 to 10 fathoms. If a ship is on that side, and the island bears S. or S. by E. it may then run to the Scholver's Point, which is flat, in 8 fathoms, at 2 leagues from shore. There is also a small reef from the Monk Point, but there is three fathoms over it, so that on this side there is little danger; but it must not be omitted that there are several lost anchors in the road, and the wrecks of ships which have been lost under water. There is a haven for small ships, called the South Haven, that lies within the bank running from the S. end of Scholver's Point. Pilots are usually taken here for the different rivers mentioned above; the Eyder, in particular, is so full of difficulties, that no ship can attempt to go in without a pilot. The lat. is 54 deg. 17 min. N. and long. 8 deg. 58 min. E.

HELIGH's LAND Islands, on the coast of Norway, in the northern ocean, are in lat. 65 deg. 15 min. N. and long. 9 deg. 30 min. E.

HELIGHOLM, is one of the numerous good havens and roads on the E. side of Gothland Island in the Baltic, which is 28 leagues due S. from Stockholm.

HELLESPONT, is the entrance of the strait of Romania in European Turkey, which divides Asia from Europe, and extends from the Archipelago to Constantinople. This part is now known by the name of Dardanelli or Dardanelles, and is about 2 miles across. It was here that Xerxes, the King of Persia, laid a floating bridge for his army to march out of Asia into Europe.

HELL GATE, is a narrow part of the channel of the East River, so called, which communicates with and forms the passage to Long Island Sound, to the N. E. from New York city in North America. The turn of the river from N. N. E. there turns nearly due E. and this narrow pass is formed by a projecting part of Long Island towards the N. and by a similar point of land towards the S. on the side of the main. It is on the starboard side of the channel up to Kingsbridge on the E. side of New York Island,

Island, and the entrance is contracted by Buchanan and Montrefor Islands, which lie before it on the W. as it is on the E. with two smaller islands, probably called the Two Brothers. There is water enough for large ships through it; for Sir James Wallace, now Admiral, came through the sound, when chased by the French fleet in 1777, off the E. end of Long Island, in the Experiment, of 50 guns, and got safe to New York by this passage.

HELLWICK Sand, is about 4 leagues at S. W. by W. into the sea from Worms-head Point, the eastern point of the opening for Carmarthen Bay, on the coast of Glamorganshire, and the most westerly point of land on that side of the bay. It is very steep; but there is a channel of a mile broad between the point and the sand, through which ships may sail, either in coming from the eastward or westward; as they may between the Nash Sand and the point of its name. Between the Nash Sand and the Hellwick ships may run in, through a wide and deep channel.

HELMSTADT, is a strong maritime town of Sweden, and the capital of the province of Halland in that kingdom.

HELSINGBURG or ELSINGBURG, is a sea-port of Sweden in the province of Gotland, and in the territory of Schonen, on the opposite side of the sound, 7 miles E. from Elfsineur, and 37 S. of Halmstadt. It is in lat. 56 deg. 2 min. N. and long. 13 deg. 2 min. E.

HELSINGFORT, is a town of Nyland, which belongs to Finland in Sweden, and is situated on a peninsula on the Finland Gulf. It is almost the best harbour in the kingdom, at the distance of about 50 leagues to the E. from Abo, and in lat. 60 deg. 20 min. N. and long. 24 deg. 42 min. E.

HELSTONE in Cornwall, is about 14 miles from Falmouth, and a trading and populous town. It is well situated on the river Cober, near its influx into the sea, and is one of the places appointed for the coinage of tin, as it is called, or the giving it a stamp to denote its weight and purity, as required by the ancient frannary laws. The steeple of its church is 90 feet high, and frequently serves as a sea-mark; and below the town is a harbour. Its lat. is 50 deg. 2 min. N. and long. 5 deg. 15 min. W.

HELTY ROES Island, on the W. coast of Ireland, and on the N. side of the pas-

sage from the W. to Galloway Bay, is nearly due N. from the W. end of the Great Arran Island, sometimes known by the name of Killeny. There are several funken rocks about it. Between it and an island at N. by W. is a channel of 15 fathoms, which soon shoals to 13 and 12 to go within it, called Mosgrat Island, into Conichin Bay; and to go out of the bay to the eastward, there is a fair and open channel between the E. end of Helty or Hilty Roes Island and Goulin Head or the W. point of Miland Island.

HELVIC Head, is the S. W. point of the entrance to Dungarvon Bay and Harbour, on the S. coast of Ireland, from whence the coast trends away about W. S. W. towards Youghall.

HELVOETSLUYS, is a town of Holland in the Low Countries, with the best harbour of any on the coast, and situated on the S. side of the island of Voorn, being about 2 leagues to the S. from the Brill, and 3 leagues at N. E. from Browerhaven, and in lat. 51 deg. 45 min. N. and long. 4 deg. 23 min. E. It has long been the station for the English packet-boats, and the place where the principal part of the Dutch navy is laid up, in a wide basin at the end of the harbour.

To go up to Helvoetfluys, bring a mill which is to the westward of Goeree a little to the northward of the steeple of Goeree, and keep them so; by which mark, in sailing up, a ship will avoid a flat that lies over against the town to the southward. But if the wind, in going up the Goeree Gat, should be southerly, so that a ship cannot bring the beacon and steeple one in the other, then bring the steeple at E. S. E. or a capstan's bar length to the northward of the beacon, as mentioned before under GOEREE, which see.

HEMSBY HURD, one of the sands which form Yarmouth Roads, but is now known by the name of, The Middle.

HEN Cape, on the S. coast of the island of Newfoundland, is within the bay to the N. W. from Cape Race at the S. E. angle of the island. Cape Pine or Pene is the western point of this spacious bay. Perhaps it is the same with what is in some charts called Cape Mutton, or it may be the western point of Mutton Bay, between that and Trepassy or Trespasses Bay, in the very bottom of the coast.

HENDON

HENDON Rock, to the southward of Sunderland Bar, on the coast of Durham, is very dangerous. To avoid it, keep Whithorn Church open to the eastward, with the hummock upon the cliff, where was formerly a beacon, and a ship will then pass without it.

HENDRICK JAERT'S Plat, is a sand that extends to the S. and N. E. from the small island of Grind, within the Schelling Island, having buoys at its S. W. angle, which are the larboard marks for Harlingen on the E. shore. Between this sand and the Long Sand on the starboard, all the channels from the Easter Boom Gat, the Wester Boom Gat, and the Stortelmeck, come into one, and are marked out by buoys.

Frederic HENDRICK Shoal, is in the midway of the channel of Banca Straits in the Eastern Indian Ocean. It is avoided by keeping a S. by E. course, until Monopin Hill bears E. and Batacarang Point on the Sumatra Shore is at S. W. in a depth of 13 and 14 fathoms.

HENEAGA, of which there are two, the great and little, are two islands of the Bahamas, in the West Indies. The N. E. point of the Great Heneaga is in lat. 21 deg. 35 min. N. and long. 73 deg. 1 min. W. and the S. W. point is in lat. 21 deg. 12 min. N. and long. 73 deg. 37 min. W. The N. point of the Little Heneaga is in 21 deg. 55 min. of N. lat. and in 72 deg. 56 min. of W. long.

HENGISTBURY Head, near Christ Church in the English Channel, is the W. point of the entrance into that harbour, from which the land rises to a great height, and on the summit is a tower, of considerable size and altitude. From this hill, notwithstanding the numerous intervening mountains, the cathedral spire of Salisbury can be seen, though at 30 miles distance.

HENKMAN'S Path. See **HENMAN'S** Path.

HENLOPEN. See **HINLOPEN**.

HENNEBO, a small town of France, on the W. coast, about 9 leagues to the N. W. from Vannes, which was formerly fortified, and still preserves a small harbour and a good trade. It is situated in lat. 47 deg. 56 min. N. and long. 3 deg. 12 min. W.

Cape HENRIETTA MARIA is the N. W. limit or point of James's Bay, or the most southerly part of Hudson's Bay

in N. America; from whence the coast trends one way almost due S. to form the W. side of James's Bay, and the other to the W. and N. W. towards the S. W. part of Hudson's Bay. Marvel Haven is to the W. of this cape, and Point Lookout to the N. W. from that, and E. from the river of New Severn, on the point of which is Fort Severn. The lat. is about 55 deg. 10 min. N. and long. 84 deg. 0 min. W. and it is high water at new and full moon at 12 o'clock.

Cape HENRY is the southernmost of the two capes which are known by the name of, The Capes of Virginia, though this only in reality belongs to it, Cape Charles, which is the other cape, being in Maryland. It is the N. E. extremity of that state, at the entrance into the great bay of Chesapeake, in lat. 36 deg. 57 min. N. and long. 75 deg. 56 min. W. The variation off this cape is 6 deg. 15 min. W. and it is high water on full and change days at a quarter past 11 o'clock. From hence the coast trends nearly due S. to Cape Hatteras, for almost 2 deg. of lat. There is a light-house on this cape, containing one lantern. There are good soundings and deep water under this cape, which is very much reversed near Cape Charles.

When ships off at sea to the eastward approach the coast, and first make these capes at the distance of 7 or 8 leagues, they will have gradual shoalings in from 10 to 11 fathoms, and from that to 9 fathoms. If they are but a little to the southward, they will have from 30 to 35 fathoms at the same distance; by which circumstance they may know whether they have overshot the capes. In lat. 35 deg. at the distance of 10 or 12 leagues, which is nearly in the parallel of Cape Hatteras, there is from 40 to 60 fathoms. It is the more necessary to attend to these circumstances of the soundings, because the land of the capes is low, and the shore to the S. and N. flat off so as that the coast cannot be seen at an offing of 7 leagues; to which the consideration of the current must be added, which sets very strong to the northward and eastward, even at the distance of 50 leagues from land before a ship comes into any soundings. This current, as ships approach the coast, sets more to the northward, till soundings of 40 or 50 fathoms are found at 16 or 18 leagues from land; when it will be found to abate, and the soundings will decrease so as to be from

20 to 15 fathoms, almost all at once. At 15 leagues or less from the land, the current turns as fiercely to the southward, and becomes the stronger the nearer the ships approach to land.

Prince William HENRY's Island, in the South Pacific Ocean, is in lat. 19 deg. S. and long. 141 deg. 11 min. W. The variation of the compass here in 1767 was 7 deg. to the eastward. It is about N. N. W. from Cumberland Island.

HERACLEA, an ancient sea port of Turkey in Europe, in Romania, was formerly very famous; some considerable remains of its antiquity are still extant. It is about 50 miles to the W. from Constantinople, and in lat. 40 deg. 59 min. N. and long. 27 deg. 58 min. E.

HERCOLE Island is an island of the Mediterranean in the Tuscan Sea, within the S. point of Argentaro, and off the port of the same name. It is in lat. 42 deg. 31 min. N. and long. 12 deg. 11 min. E. See ARGENTARO.

Porto HERCOLE, is a small fortified town of Stato de gli Presidii in Tuscany, in Italy, having a harbour within the island of the same name, belonging to the King of Naples. See the preceding article.

Cape HERET, a cape so named on the W. coast of France, to the westward from Bourdeaux.

Cape HERI, in Iceland, is a point of that rocky coast, where ships may be piloted, on their way to the Greenland Fishery, and find safe anchorage.

HERI Island, in the Indian Ocean, is a pleasant island about 2 miles to N. N. W. from Ternate. It is pretty high, and not more than 2 miles in circumference.

HERMANOS Islands, called the Sept. Hermanos and Tres Hermanos, are two groupes of islands in the Indian Ocean, to the eastward of the Islands del Almirante.

Sept. HERMANOS, consist of one principal island of 20 leagues extent, from N. W. to S. E. with six small ones contiguous to the S. E. part of the coast, in lat. between 3 deg. and 4 deg. S. and long. from 77 deg. to 78 deg. E.

Tres HERMANOS, consist of three small islands nearly in the direction of N. and S. between the lat. of 3 deg. and a half, and 4 deg. and a half of S. lat. and in 79 deg. and a half of E. long.

HERMIT's Bay, on the N. E. side of the island of St. Christopher's or St. Kitt's, to the westward of Cayenne River, having Little Bay to the N. W. of it.

HERMIT's Islands, of the easternmost part of which Cape Horn is the S. point, at the distance of 3 leagues to the W. S. W. from Mistaken Cape. Nassau Bay is within these islands to the northward, and formed by the main land on the S. coast of Terra del Fuego, at the extremity of South America. These islands lie in the direction of S. E. and N. W. and are pretty high, at the distance of 3 leagues from Barnevelt's Islands, and from the S. E. point about 3 leagues to Cape Horn at S. W. by S.

HERMOSA Bahia, otherwise called BAHIA Hermosa, or Beautiful Bay, is a large and commodious bay of the N. W. coast of America, between Cape Blanco or Cape St. Sebastian on the N. and Cape Mendocin on the S. and is sufficiently spacious to receive a fleet of ships.

Morro HERMOSA or the Beautiful Headland or Point, is to the N. W. from Panama Bay and Dulce Gulf, on the coast of the Great South Sea, or Pacific Ocean, in lat. 10 deg. 45 min. N. and long. 87 deg. 20 min. W. It is 8 leagues at N. N. W. from Guione's Point, and a clean and fair coast all the way. The headland is elevated, and almost as perpendicular as a wall; and the sea may be seen to beat upon it, as it is also very steep, for some leagues before a ship comes to it. *Porto Velas* or *Velasco* is 7 leagues farther at N. W. by N.

Morro HERMOSA, on the W. side of the peninsula formed by the gulf of California, on the S. W. coast of N. America, is in lat. 28 deg. 20 min. N. and long. 119 deg. 45 min. W. The island of Assumption is within it to the S. E. and the island of St. Anne at N. W. by N.

HERNOSAND, a sea port town of Sweden, in the district of Angermania, and on the gulf of Bothnia, in the N. part of the Baltic Sea. It is situated in lat. 62 deg. 38 min. N. and long. 17 deg. 53 min. E.

HERQUELLE Port, in Italy, is the same as Port Hercole already mentioned. See *Porto* HERCOLE.

HERQUI Point on the N. coast of France, in the English Channel, is within the limits of Brieux Bay; from which

which the Pele or Little Lejon is distant 5 miles at N. W. by W. and about a league within the point along shore is an island called St. Michael Duwardulet, on which is a house. The point is about S. W. from Cape Frehel, near which point are the Robins, Robinets, and other rocks and shoals, which render it very dangerous to approach the coast.

HERRADURA Cape, on the W. coast of Mexico, on the Great South Sea, is 16 leagues at N. by W. or N. N. W. from the Island del Cano across directly to the cape from the island; and it is 11 leagues from the River Estrella in the bight or bay, which is formed between by the trending in of the coast. In the bay it is sometimes dangerous riding for ships, on account of the seas running very high, though the wind does not blow hard, as the mouth of the bay is full and open to the vast southern ocean at S. W. by W. and S. S. W. The island of Chira is about 15 leagues at N. N. W. from this cape or headland of Herradura, and Cape Blanco, or the White Cape, at N. W. about 20 leagues. It is in lat. 9 deg. 10 min. N. and in long. 85 deg. W.

HERRADURA Point, on the coast of Chili on the S. Pacific Ocean, and western coast of South America, is to the southward of the port of Coquimbo. It is 7 leagues from the bay of Languey or Tanguey to this point nearly at N. This point is at the mouth of a small creek, before ships enter the port of Coquimbo, which is only about 2 cables length over; into this creek the boats go in to take fresh water. There are 3 or 4 rocks on the leeward side of it; of these the outermost is the largest, and is called Paxaro or Pajaro Ninno, and is 2 miles at N. W. by N. from the southernmost or starboard point of the main, which closes the port of Coquimbo. To the southward of this rock is a smaller island, between which and the main there is a good channel, but very narrow, with a depth of 17 fathoms. Though some ships have gone this way, there can be no necessity for it, because the mouth of the bay is 2 leagues and a half wide, and every where clean and without danger.

Cape HERRING, on the coast of Nova Scotia, is on the W. shore of the sound within the island of St. John's, at the bottom of the gulf of Nova Scotia, in the channel of the W. side going up to-

wards the N. The island of St. Claude is to the N. of this cape, a little westerly, and at a small distance only from it. The lat. of the cape is about 46 deg. 12 min. N. and long. 63 deg. 50 min. W.

HERVEY's Bay on the N. E. coast of New Holland or New South Wales, is a large bay, open to the N. round Sandy Cape or the most easterly land of that extensive country; from whence the coast generally trends to the N. W. nearly to the very N. point of it in Endeavour Straits. It is in lat. 24 deg. 50 min. S. and long. 152 deg. 30 min. E.

HERVEY's Island, in the South Pacific Ocean. See **HARVEY's Island**.

HERVEY's Point, on the N. coast of one of Queen Charlotte's Islands, and the largest, known by the name of Egmont Island or New Guernsey. It is between Bloody Bay on the W. and Berkley's Point on the E. See **EGMONT**.

HESSINGBORG, on the E. shore of the Sound, nearly opposite to Elsinour, where is a castle. See **HELSINGBURG**.

HESS NESS, a haven so named, about half a league due E. from Kirk Sound, which is eastward from Mardow. Near this place are two Warders, thwart of which is from 50 to 70 fathoms water, and from 30 to 35 in the haven. Much business is done here, and many ships frequent it to load Mardow timber, deals, &c.

HEUDIC Island on the W. coast of France. See **HEDIC**.

Cape la HEVE, on the N. coast of France, is about 17 leagues at E. S. E. half S. from Cape Barfleur, and in lat. 49 deg. 30 min. N. The little road of Havre de Grace is but half a league from the harbour, and lies S. S. E. of this Cape; but the great road, which is two leagues from the harbour is at W. S. W. of the cape. It is otherwise called Seine Head, and is 5 leagues and a half at S. S. W. westerly from Cape Antifer.

Port de l'HEVE, round a cape of the same name on the coast of Nova Scotia in North America, is 2 or 3 leagues to the S. W. from Cape Dove.

HEVER River, on the coast of Germany, is distant from the Elbe, at the steep buoy of the Schorton 10 leagues due N. and from the tail of the Hound in the Eyder 5 leagues. It bears N. E. easterly from the Helighland or Holy Island, from whence pilots may be taken, as the entrance

entrance into the Hever is so difficult, that all possible directions will be insufficient. We may mention, however, that the course is N. E. easterly till a ship comes into 6 or 7 fathoms and brings the spire steeple of the island of Pielworm to bear N. E. by N. and to the S. southward of the southernmost house on the island of Nubol. But when ships have passed the sands, there is a clear and deep channel up to Husum Bridge, and anchorage any where at pleasure.

HEVRA Islands, a part of the Shetland Islands, are two, and are situated in the direction of N. by W. at the distance of two miles from the island of St. Rungins. They are called the Great and Little Hevra, between which and the main is the small island called Maywick. Cliff Sound is between Hevra and the Maywick.

HEYCKHOECK Buoy, is the 4th buoy of the Stortelmeck Gat or Channel, on the N. coast of the Vlieland or Fly Island, to the eastward of the Texel Island, and before the Zuyder Zee. Between the 3 buoys and this there is 5 fathoms water; and over against this buoy is the White Buoy on the strand, near which a little tail of a sand runs off which ships may pass over. In going out to this white buoy, which is the third from without, it stretches N. N. E. from the fourth to the fifth almost E.

HEYDON, or HEADON, is a pleasant town on the N. side of the Humber, situated on a river which falls into that bay or estuary. It is in lat. 53 deg. 45 min. N. and long. 0 deg. 5 min. W.

HEYRRAMS Rocks, on the coast of Sweden, not far from the W. point of the entrance into the Leith or Channel of Stockholm, of which Landsoort makes the W. point. See HARTSO.

HEYS, probably the same as Heis, and both another name only for Dieu. See Island DIEU.

Gulf de la HIACE, in the island of Corsica, on the W. coast of the island of Corsica. See AJACCIO.

HIAQUI River, in the gulf of California, falls into it from the N. E. after traversing a considerable extent of country, in lat. about 27 deg. 12 min. N. and long. 112 deg. 45 min. W.

Point HICACOS, in the island of Cuba in the West Indies, is the most northerly point of that island, which is due S. from the channel of the straits of Bahama, and situated but a very little to the south-

ward of the Tropic of Cancer, and about 80 deg. 30 min. of W. long. From hence the coast trends one way westward, but with a curve, to the Havannah, and the other way at S. E. to the Jardin del Rey or King's Garden, a cluster of islands along the coast so called.

HICKS's Bay, on the E. coast of New Zealand, near E. Cape and Cape Runaway, and appears to be between them at the most easterly extremity of the N. part of those islands. Its lat. is 37 deg. 40 min. S. and long. 178 deg. 6 min. E.

HICKS's Point, on the S. E. coast of New South Wales or New Holland, was the first land discovered in the passage of Captain Cook from New Zealand in the year 1770. It is in lat. 38 deg. S. and long. 148 deg. 53 min. E. The variation of the compass nearly in this parallel of lat. and at about one-third of the distance between the two islands, in long. 156 deg. and a half E. was then found to be 12 deg. 47 min. E. and in lat. 37 deg. S. and long. 165 deg. and a quarter E. it was 13 deg. 50 min. E. In general it is from 3 to 4 degrees less on the S. E. coast of Holland, and lessens in proceeding along the N. E. coast of that extensive country, till it is only 3 deg. 6 min. E. to the S. E. of Cape York, at the entrance of Endeavour Straits.

HIDDEN Harbour. See ESCONDI-DO.

HIDE Sand, near the island of Schowen on the coast of Zealand in the Low Countries, near which ships pass in sailing through the New Deep Channel to Zierick zee, is at the S. E. angle of Schowen Island. If the two light-houses on the W. end of the island, which stand a little to the southward of the beacons, come into one, a ship will run over the tail of the Hide in 11 or 12 feet water only; but if the innermost is brought a handspike's length to the southward of the outermost, a ship may then run right within the Hide and the New Sand in from 16 to 18 feet water. This sand of the Hide is somewhat flat, to which, by the lead, a ship may approach nearer on the S. side; but the New Sand is very steep, and the sea breaks very much upon it.

HIERES, on the S. coast of France, is a small town about 12 miles to the eastward from Toulon, which formerly had a harbour, and was a noted place from whence the pilgrims embarked in their peregrinations,

peregrinations, to the holy land. The sea has left it for some years, so that it is now near 2 miles distant from the shore. It abounds in fine gardens and fruit, and has plenty of salt; and is situated in lat. 43 deg. 12 min. N. and long. 6 deg. 21 min. E.

HIERES Gulf is a noted road for ships, so called from the town of its name on the main. The islands form it into a basin or pool, between which also there are several openings. It is an excellent harbour, and has good ground, with a moderate depth of water. The passage in from the E. is open and spacious; and there is also a channel from the S. between the E. end of Porquerolle and the island of Bagueau, which will be described under Porquerolle. To go in from the eastward between the most easterly island and Cape Lard or Taillar to the N. E. beware of a rock that lies about a league at S. by E. from the cape; and on the larboard is a small rock due E. from the N. point of the easternmost island as large as a boat, and but just above water, which must be carefully avoided. When a ship is within this island she may run in W. and will see a black rock on the starboard side, lying due E. from Cape Berganson, between which and the main is good anchorage in 6 or 7 fathoms. Berganson Castle is on a small white island due W. from the cape; and from hence westward within the gulf is anchorage in good ground any where till a ship is past the Hieres in 4 or 5 fathoms or more. From Cape Larda to Berganson Castle is about 4 leagues at W. by S. and all the way very deep; but to the westward of the castle is 12 or 14 fathoms. This is a good station for a Levant wind, which often causes dreadful seas on these coasts.

If the wind blow pretty hard from the sea at S. or a Levant from the E. or S. E. comes in, the sea runs so high, and with a short chopping wave, and breaks so furiously, that it is truly dreadful. Nor is it always that ships escape the effects, as several have at different times foundered in it.

HIERES Islands, are 15 islands so called from the name of one of them, or, as others say, 4 or 3 only. Indeed there are only 3 principal islands, but there are some smaller ones contiguous to them. Those who reckon 5, describe them under these names; Robadin which is most westerly, Porquerolle, Bagueau, Porto

Cross, and Bovenia or Island de Levant the most easterly of them. They are situated on the N. coast of the Mediterranean and not very far distant from Toulon, to the eastward of it. Stretching along due E. from near Cape Campebaris, in a parallel to the coast, they form with the main a spacious bay, called the gulf of Hieres.

HIERO Island, one of the Canaries so called, and the same with Ferro. See FERRO.

HIFRATELLI Islands in the Archipelago Sea, are two small islands so named to the W. of Scarpante Island, and due N. from the E. end of the island of Candia. The small island of Piania is to the W. and Placha to the N. W.

HIGH BRIDGE, up the northern branch of the rivers which form the æstuary of Uxella, in the bight of the coast of the N. W. part of Somersetshire. The city of Wells, with the towns of Glastonbury and Shepton-mallet, are near the banks of some of its smaller branches, within land, to the E. from the Meer or Lake, at the influx of the three several streams, and forming what is called Aveland Island. The southern branch or river which falls into this æstuary, on which the town of Bridgewater is situated, comes from the S. nearly.

HIGHCLIFF, or **SHAKESPEAR'S CLIFF**, near Dover, so called from that bard's description of it, a mark for sailing so as to avoid the Goodwin Sands.

HIGH Island or **HIGHLAND** Island, which appear to be the same, is about 15 leagues from Narva to its S. W. end, near the S. coast of the Finland Gulf. As that coast is lined with islands, many ships go from Wranger Island to the northward of them, so as to take this island in their way, which is 35 leagues from Wranger; which course makes it about 6 leagues more than by the nearest course at E. S. E. and S. E. and is to be preferred, as ships will have no need of a pilot till they come to this island, whereas by the other course they must take one at Teisborough about 14 leagues at E. by S. from Eckholm.

HIGHLAND Island. See **HIGH** Island. **HIGH** Mount, in Greenland, in the northern Ocean, is in lat. 83 deg. 23 min. N. and long. 26 deg. 40 min. E.

HIGOURNCHAT Bay, on the W. coast of Newfoundland, is about 6 or 7 leagues to the N. E. from La Belle Bay, and is but small; from whence at N. by W.

W. is Port a Choix, and Point Riche to the N. W. from that.

St. HILAIRE, on the S. E. coast of the island of Yvica or Ivica in the Mediterranean, to the eastward of Port Ivica. Off the S. point of this small bay, which is also the E. point of Port Ivica, are some rocks, and at the N. E. point is a small island or two, within which is good anchorage. The lat. is about 38 deg. 52 min. N. and long. 1 deg. 40 min. E. See more under **St. HILARIA**.

HILARIA Bay, another name for St. Hilaire, has very good riding, and though the shore of the island of Ivica be in general foul, in a clean land. Here is a castle and two fire towers on the strand; but a great sunken rock near the two islands at the N. E. point must be carefully avoided. In stormy weather, the sea breaks on this rock very violently, and in rough weather it frequently appears in the trough of the waves.

HILARY Point, in the island of Anglesea in North Wales, is the N. E. point, as Carpen Point, nearly due W. from it, is the N. W. point. From thence the coast trends southward for the N. opening of the Sound, or the channel to Beaumaris and Aberconway from the N. E. or N. W.

Old HILL SOUND, is one of the many large sounds and bays on the coast of Norway, which lie between Kilk Sound and the Naze. See **HESS NESS**.

Point HILLOCK, on the N. E. coast of New Holland or New South Wales, is the N. W. point of Halifax Bay. It is 11 miles at S. by E. half E. from Cape Sandwich, and the land between is high, craggy, and uneven, and is in lat. 18 deg. 28 min. S. and long. 146 deg. 15 min. E. It may be known by a round hillock or rock, which joins to the point, but has the appearance of being detached from it.

Three HILLS Island, is one of the Hebrides of the South Pacific Ocean so called, at the distance of 4 leagues to the S. from Apee, and 17 at S. E. half S. from Port Sandwich in the island of Mallicollo. It is about 12 miles in circumference; and from the W. point there runs out a reef of rocks at W. by N. to the distance of 5 miles.

Two HILLS Island, is one of the Hebrides of the South Pacific Ocean. See **HEBRIDES**.

Cape HILLSBOROUGH is on the N. E. coast of New Holland or New South

Wales, in lat. 20 deg. 56 min. S. and long. 148 deg. 44 min. E. It is N. W. by W. from Slade Point.

HILLO Point or Headland, on the coast of Peru, on the South Pacific Ocean, and on the western part of S. America, is in lat. 18 deg. 4 min. S. In making this headland from the seaward, and especially in bearing to windward, a mountainous country will be discovered, which is known to the Spaniards by the name of Loma Quemada, or the Burnt Ridge. At the end it makes like the mouth of a river, being flat and low; but towards the S. E. the high land begins again to rise. The point runs out far into the sea, though it is low, and ships must be careful not to come too near it, on account of an incurrent; and as there is an island at the extremity of the point, making at a distance like 4 or 5 rocks, the off side of which is foul, the necessity of keeping out to seaward, till the point is cleared must be from these causes fully manifest. The road of Hillo is to the northward of the little island called Coles, which lies off the point, and the best of it has from 12 to 15 fathoms and a fine sandy bottom, somewhat oozy. The end of the point is a low rock, which shows very low at a distance, but, which is somewhat unusual, rises higher on a nearer approach to it.

There is a shoal under water also, of which notice must be taken, in coasting along the first rocks, and lies to the N. W. from another shoal that is dry and visible. To avoid this sunken shoal, keep the rock that advances farthest out, on a red piece of land, which will be seen on the shore about half a league southward of the passage, and this mark will carry a ship clear. To the S. E. from the road, and due S. from the town, there is a creek, the entrance of which is so narrow that one boat only can go in at a time.

HILLO Port and River, is to the leeward of the point, in which, as on all this coast, a high sea continually runs, the S. W. winds blowing right in. But there is good landing in the port or town, as well as in the river, because the point, by running out so very far into the sea, breaks off the violence of the current. To come to an anchor in the port, bring the break in the highest land to bear E. as it must be seen to landward, till the valley within the hills beyond the break appears through it; and when the break

is fairly open, a ship will be in the best of the road, and may let go the anchor with safety. The road here, however, is no more than a strait coast, and ships must anchor in the open sea, and those in the road will be seen at a great distance both ways along the coast; from whence it must follow, that from whatever quarter the wind may blow, a great sea must be an unavoidable consequence. From this port to Xuly or Chuly on the N. it is 2 leagues; and from the Rio de Sama hither it is 8 leagues to N. W. but the course is N. W. by W. The town of Hilo is a quarter of a league to windward of the river. In this river ships may wood and water with every possible advantage.

HINA, on the coast of Campeachy, and on the E. shore of Campeachy Gulf, at the S. W. extremity of the great Gulf of Mexico, is a hill, about 6 leagues to the E. of Campeachy, under the lee of which the buccaneers of earlier times used to come to an anchor, being 14 leagues from the Salinas.

HINCHINBROOK Cape, on the N. W. coast of N. America, which is the E. end of a spacious inlet, is nearly W. from Comptroller's Bay, and is situated in lat. 60 deg. 12 min. N. and long. 147 deg. W. There is a small cove a little within the cape on the W. before which is anchorage in 8 fathoms, having a clayey bottom, about a quarter of a mile from the shore, and about a league from the cape, which then bears S. by W. half W. and the W. point of the inlet at S. W. by W. distant 5 leagues.

HINCHINBROOK Island, is one of the Hebrides of the S. Pacific Ocean, not very remote from Sandwich Island, and situated in lat. 17 deg. 25 min. S. and long. 168 deg. 38 min. E.

HINDER Flat, a sand which lies between the two channels of the Quack's Deep and Goeree's Gat, which are the passages between the two islands of Goeree and Voorn. The first of these is most northerly, or on the N. side of the Hinder, and the latter on the S. side; and the Flat has only from 5 to 7 feet water upon it at the ebb. Directions have been given already for sailing into the Goeree's Gat, and thereby passing on the S. side of this Flat; and under the article of Quack's Deep will be found the instructions for passing it on that side. See **GOEREE's Gat** and **QUACK's Deep**.

HINGHAM, on the coast of N. America, in Massachusetts Bay, is situated on a southern creek of the harbour of Boston, on the banks of the River Way. It is 5 miles to the W. of Koneshallet, and the same distance to the E. from Weymouth.

HINLOPEN, on the E. coast of the Zuyder Zee, or the shore of Friesland, is nearly due E. from the Ton on the bight, which is northward from the Frees Plat Buoy. It is situated on the point of the land, near which to the N. E. is Dertwick, and to the S. Staveren, both near the shore. An account of its position will be found under the article of **Frees Plat**, which see. The harbour is but small, and the inhabitants of the town employ themselves in fishing and building small vessels. Its lat. is 52 deg. 58 min. N. and long. 5 deg. 10 min. E. It is 2 leagues at N. N. E. from Staveren, and 1 at S. S. W. from Worcum.

Cape HINLOPEN, on the coast of Pennsylvania, in N. America, is the only remarkable point on the sea shore of that state, and the S. point of the entrance into the River and Bay of Delaware, and the southern cape of Delaware. On this cape or point is a light-house with one lantern, by the order of the government of the United States of America. It is in lat. 38 deg. 47 min. N. and long. 75 deg. 4 min. W. It has been sometimes called **Cape James**. In coming towards it, keep an offing of about a mile, and after a ship is within the first cape, another cape will shew itself, on the same side, to which she must make up; when thwart of it, steer about 2 leagues farther up to the N. N. E. taking care that the tide does not horie too much to the westward at first, as there are several sands on that side, that are scarce passable. Keep in mid-channel, which is the fairway, and so pass keeping either to the E. or W. side of it, as the destination is to one or the other side of the river. There is a depth of 12 fathoms at the entrance into this mid-channel, which it holds for near 4 leagues up, and then shoals to 6 and 7 fathoms, which continues most part of the way up for 70 or 80 miles. It then rather deepens, and the channel becomes narrower.

HINZUAN, or **JOANNA Island**. See **JOANNA**.

HIPPO, on the N. coast of Africa, the same which is now called **BONA**, of which the famous St. Augustine was Bishop

Bishop for 40 years, is a town of Constantiniana, with a harbour on the coast of Algiers, to which it belongs. It is in lat. 36 deg. 46 min. N. and long. 7 deg. 51 min. E.

HISPANIOLA Island, otherwise called St. Domingo from the town of that name on the S. coast, is situated nearly between Cuba and Jamaica, to the N. W. of it and the smaller island of Porto Rico on the E. from which last it is separated only by a narrow channel. It extends from lat. 17 deg. 37 min. to 20 deg. N. and from long. 67 deg. 35 min. to 74 deg. 25 min. W. being near 400 miles in length, and near 120, where broadest, from N. to S. The Windward passage, which is the strait between this island and Cuba, is about 13 leagues in width.

The eastern part of this island formerly belonged to the Spaniards, and the western part to the French; but by a treaty of peace just concluded between Spain and the French Republic, the former has given up her part of this island to France. Of its importance some judgment may be formed from the state of the French exports so long ago as the year 1767, when they produced no less than 124 millions weight of sugar, 1,769,562lb. of indigo, 150,000lb. of cocoa, 12,197,977lb. of coffee, 2,965,920lb. of cotton, 8,470 packets of raw hides, 10,350 sides of tanned hides, 4180 hogshheads of rum, and 21,104 hogshheads of molasses.

Their largest and principal town is Cape François on the northern part of the Island, which is situated on a very fine harbour. Leogane on the W. side is also a good port, and a place of considerable trade. Petit Guaves at the W. end of the island, and Port Louis on the S. W. part, are not without a share of the commerce of this part of the island.

HITHE, HIDE, or HYTHE, in Kent, frequently called EAST HITHE, is one of the Cinque Ports, in the S. E. part of the county. It had its first rise from the decay of W. Hithe and Lyme, in consequence of their harbours being choaked up with sand; and to the same cause also must be attributed its decay. In the time of Henry IV. great numbers of its inhabitants perished from a pestilence, and 200 of their houses were also consumed by fire. To add to the calamity, five of their ships, which they were

obliged to equip for the King's service, (see HASTINGS) were sunk, with the loss of 100 men. This serious disaster had determined the remaining inhabitants to abandon the town, had not the King by his charter generously released them, for five successive turns, their service of 5 ships with 100 men and 5 horses which they were required as a Cinque Port to furnish out and maintain for 15 days at their own charge, in the King's wars.

HITTEREN, on the coast of Norway, between which and Lexø is the haven called Deep Sound, into which the Norway barges coming from the southward run in behind Lexø to proceed to the northward.

HITTERO Island, is 5 leagues at W. N. W. from the Naze of Norway, to the southward of which is the entrance into Witford to the N. E. and on its northward is the passage to Berg Sound at E. N. E. Soggendal is 2 leagues to the N. from it, and Eke Sound a league farther to the N.

HOAMBO, is a river of China, for which see CROCCEUS.

Cape La HO, on the coast of Africa, is in lat. 5 deg. 2 min. N. and long. 3 deg. 21 min. W.

HOAI-NGHAN, to the westward of the Nankin Gulf, on the E. coast of China, in the eastern Indian Ocean, is in lat. 33 deg. 35 min. N. and long. 118 deg. 50 min. E.

HOAR Head, or North Cape, is near the N. W. point of the coast of Ireland, to the W. of the entrance into Sheep Haven, from whence the coast trends southerly so as to form a large bay, into the bottom of which a river flows from the southward.

HOATH Head or Point, is the N. E. point or cape of the peninsula, which projects eastward, and forms a barrier to the Bay of Dublin, by a hook of the land. There is a hill upon it, which is a mark on approaching the coast, and proceeding for the Bar of Dublin Bay. In coming from the northward ships run round the head of Hoath by the lead, and all along by the off shore till they come to the mouth of the bar, where is the deepest water. When the Head of Hoath is brought on at N. N. W. ships may steer W. by S. for the bar of Dublin; or if they come from the southward, till they get the black rock of Mughal at S. a N.

a N. N. W. course will bring them to the bar. They may also bring the small island, which is seen over the isthmus of Hoath to the W. of Hoath Hill, and run directly towards the bar. A tower, which is to the westward of the hill of Hoath, may also be brought on a hummock at the E. end of Lambey Island, which is to the northward from Ireland's Eye, and that will be a leading mark; and as the buoy lies in the fairway, ships may pass on either side of it. The Hoath is also a mark for sailing clear of the Cash and North Ground within the bar, by keeping the Island of Ireland's Eye upon it. There is good anchorage round the Hoath and clean ground, except about a cable's length off from the S. point, where there is a small shoal but with 4 fathoms water; yet ships must not come too close to the shore. The light-house is in lat. 53 deg. 22 min. N. and long. 6 deg. 46 min. W.

HOATH HILL, on the peninsula of Hoath, at the N. point of Dublin Bay, is a mark for sailing towards the bar. See **HOATH Head**.

Cape HOCARDIA, on the coast of Barbary, in the Mediterranean, sometimes called **HOUARDIA**, is to the S. W. from Cape Falcon, and nearly due E. from Cape de Tres Forcas, on the opposite coast of the gulf between them. There is a tower upon it, and it makes in a double point from the N. having on its E. side the Gulf of Sereni, in which is a small island, called **Linnachos**, and to the westward the coast runs about W. S. W. to Cape Hone.

HODIERNE Bay, on the W. coast of France, sometimes called **AUDIERNE**, under which head it has been partly treated of. It lies E. S. E. from the point called **Bec du Ras** about 2 leagues and a half; and there is a very good haven, with a bank at the mouth of it, on either side of which a ship may run in with 2 fathoms water. But it is necessary in sailing from the point to this bay, to keep an offing of half a league or 3 miles from the shore, so as to avoid some rocks, by going without them, that are situated at about 3 or 4 miles to the eastward of **Bec du Ras**. There is good anchorage about the midway between the Ras point and the bay, the land of which is easily known by two round hills that are distinguished under the name of the **Sheets**, within 2 miles

to the westward of them, which will be seen in 55 fathoms without **Point de Saint**. The N. point of this bay is called **Cledon**, to the W. S. W. from which at 24 leagues is a dangerous rock in the Bay of Biscay. It is about 25 leagues at S. W. from the Island of **Ushant**. The **Penits**, otherwise called the **Penmarks**, are about 5 leagues at S. E. by S. from this bay, and 7 leagues at S. E. from **Bec du Ras**, about a league from the main land. See **AUDIERNE**.

HOELM, on the W. end of the island of **Ameland**, which lies before the entrance from the N. E. into the **Zuyder Zee**, has a great tower steeple, which is a mark for sailing in. The roof of the church has been broken off, but the back front has the roof upon it, and appears above the walls. There is a mill with a house to the eastward of this church, and to the westward of that also a square tower. About the place where **Midland church** stood, are 3 or 4 white low land hills that are flat on the top, and long towards the E. it is craggy land, with white among it. The **Born Reef** runs off from the W. end of the island almost 3 leagues into the sea.

Directions have been already given under **AMELAND**, which shew in what manner this is a mark for sailing into the **Zuyder Zee**.

HOFSTEDE, within the **Zuyder Zee**, is a long narrow sand, which runs off E. from the buoy of the **Creyl Sand**, as that runs off westward from **Staveren Point**. To avoid it, in coming from the northward, after passing the buoy of the **Creyl** on the larboard, steer S. about half a mile, and then the course due E. or even half a point to the N. will carry a ship clear of the sand towards the buoy, which may be seen about a mile off at the E. end of it. The course is then all clear to the Island of **Urck**, keeping a mile or half a league on to the E. and then steer S. E. for the Island. See **CREYL**.

HOG Bay, otherwise called **LINKERM Bay**, on account of the numerous islands there which are called by that name. It is on the W. coast of Ireland, and round the W. point of **Tralee Bay**, in the direction of S. W. nearly from the mouth of the River **Shannon**, having **Smurwick Haven** to the westward of it about 8 miles.

HOG Bay, in the Island of **Tobago**, in

in the W. Indies, is the best road of that island, where ships may ride with great security. The currents here, however, run very strong to the westward, on which account many of the roads and bays with which this island abounds, are rendered useless. See TOBAGO.

HOG Island, within the River Shannon, and near the N. shore, is at N. E. from Scatrix Island, and not far from it. See SHANNON.

HOG Island, on the W. coast of Sumatra, in the E. Indies, appears to be in lat. about 2 deg. N. and long. 95 deg. E. Its length from S. S. E. to N. N. W. seems to be near a degree, but is less considerable in breadth. It is sometimes called WORKENS, and has the small island of Cocos on its N. W.

HOG Island, a small island which forms the harbour of Providence Island, in the W. Indies. It is usual for ships bound hither from N. America, to make the Island of Eleuthera in the first place, and from thence to steer to the N. W. for which directions have there been given. Harbour Island is about 7 leagues at N. W. by W, from the N. W. Blusters on the Island of Eleuthera. From the ledge of rocks, about 2 miles off, at the N. end of the Keys or Cays of Harbour Island, which is very visible in the day-time, and must be carefully avoided, run W. and W. by S. about the land for 2 leagues. Another ledge of rocks, which is a large league from land, will also be seen; and if ships borrow near to them, those that are in 15 fathoms will appear under a ship. Another ledge also lies at W. S. W. half W. from thence about 5 miles distant, and at least as much from the land; and from this ledge the course is S. W. to Providence 14 leagues. The stream here generally sets to leeward; but if a ship keeps up at S. W. by S. she cannot well pass by it without seeing the houses on the shore. The church stands on a hill near the town, which may plainly be seen 4 leagues off; with this a ship should stand right in, till within half a league of the shore, when Hog Island will be discovered, which, as we have observed, makes the Harbour of Providence Island. Bear down along by it, till close aboard of the W. point, and then luff in within a cable's length of it, when there will presently be a depth of 4 fathoms. If it is at the tide of ebb, a ship must now anchor immediately; but

if it is the flood, she may turn up, taking care to avoid a reef of sand, which comes away from the island, and stretches up the harbour half a mile above the castle. The channel lies nearest to the castle, and is about 2 cable's length broad; and ships may anchor above the castle in 3 fathoms at low water and sandy ground.

HOG Point, on the shore of Malacca, after passing the Drion Straits from Malacca, will be seen under the weather bow, where a ship may anchor, if she is desirous, within 2 leagues off the land, in 14 fathoms, bringing the point to bear at S. S. E. From hence a ship may run on at S. S. E. and S. E. by S. in from 8 to 10 fathoms, till she makes the Island Thoupon to bear N. E. by N. distance 10 leagues; and then S. E. by E. and E. S. E. till the high land of Monopin is seen at the entrance into the Straits of Banca.

HOG's Cape, called by the Russians Tehoka Burnu, is the N. E. point of the Straits of Kassa, or the starboard inner entrance into the Azoph Sea from the Black Sea, and to the westward from the mouths of Kuban River. The lat. is about 45 deg. 20 min. N. and long. 37 deg. 42 min. E.

HOG's Heads, sometimes called SEA-Heads, is a shoal which lies thwart from Winterton Neis, nearly due E. across the northernmost end of the sand called the Middle, and nearly in the same range of sands northerly with the Knowl, Scrobby, Calf, and other sands that form the protection and security of Yarmouth Roads; it is about a league from the N. end of the Calf, and 4 miles from shore. There is 3 or 4 fathoms upon it at low water, and when the two windmills of Winterton come in one, a ship will be at the S. end of the shoal, which will continue without deepening or shoaling till Winterton church and the light-house come one in the other. A ship will then soon find herself in deeper water, and may steer to the northward at N. W. by W. or N. W. by N. which course will carry a ship clear. To come from the N. into this channel, see what has been said under HASEBOROUGH.

HOG's River. See PORCAS River.

HOG HILL Cove, a small creek or inlet, at the E. end of the Island of Antigua, in the W. Indies, to the N. of Nonsuch Harbour, and at S. S. W. nearly from Indian town point.

HOG

HOG JOHN Bay, on the W. side of the island of Antigua, towards the N. part of the coast, is a small bay which opens to the N. at the trending of the coast round the N. point of Deep Bay to the eastward. It lies W. of the mouth or entrance into the narrow and deep bay of St. John's, and at S. W. from Fort Bay.

HOGG Island, is a small island which lies to the northward from the channel to the harbour of Boston on the coast of N. America, and to the N. E. from Noddles Island, from which it is separated only by a narrow strait. It lies N. W. and S. E. and has a narrow channel betwixt its N. end and the main, but probably only for boats or small barges. For the general purposes of navigation, this direction will be abundantly sufficient.

HOGHES Bay, on the N. part of the island of Antigua in the West Indies, to the E. of Royal's Bay, and W. from Beggar's Point. Prickle Pear Island is on its N. E. from which a shoal or bank runs off due W. about the breadth of the island, to a mile distance, or nearly, on which is only 11 feet water. If a ship, therefore, make this part of the coast, she must take care of this bank.

HOGSTIES Islands, in the Bahamas in the West Indies, are situated in lat. 21 deg. 45 min. N. and long. 73 deg. 51 min. W. In steering N. half W. 37 leagues from Cape Maizo, the E. point of the island of Cuba, as the best direction of the Windward Passage, a ship will pass clear of the Hogsties to the westward of them, at least 10 or 12 leagues, and come fair in with the W. end of the Crooked island. The Hogsties are a cluster of small islands, lying to the S. E. from Acklin's Keys, and nearly N. from the W. end of Inagua Island.

HOGUE or HAGUE Cape, or *Cape la HAGUE*, as it is more usually expressed, is a remarkable point of the N. coast of France, about 9 leagues to the W. from Cherburgh, and to the eastward a little southerly from the island of Alderney. There is a castle upon the point with a tower a little to the eastward, and within the land a high spire steeple is seen. It is in lat. 49 deg. 45 min. N. and long. 1 deg. 57 min. W. From hence to the island of Jersey is about 6 leagues at S. W. by W. and to the island of Alderney 3 leagues. The tide here flows from 6 to 7 fathoms, and the tides in general are

higher on this coast of the channel than on the English coast opposite; it is high water here on full and change days by the shore betwixt 11 and 12 o'clock.

As the coast trends one way from it to the eastward, and the other way to the S. it may be proper to point out some distances from this cape, and the bearings of some remarkable places. It is about 49 leagues at S. W. by W. a little westerly from the S. Foreland on the English coast, and 18 leagues S. a little easterly from Dunnoke in the Isle of Wight. From Portland it is 19 leagues distant, at S. E. by S. a little southerly, and 25 leagues from the Start, at S. E. by E. a little easterly.

Point de la HOGUETTE, is at the E. end of a neck of land, at the W. end of which is situated the town of St. Maloes. There is a small island off it close to the shore: and from hence the coast trends northerly to Darboule Point, and thereby forms a bay.

HOHIO River, or OHIO. See OHIO.

HOLBORNE Island, on the N. E. coast of New Holland or New S. Wales, is about 5 or 6 leagues at N. by W. half W. from Cape Gloucester, and is a mark by which the cape may be known. See *Cape GLOUCESTER*.

HOLDWITH Hope, in the lat. of 73 deg. and a half N. on the coast of Greenland, having a point of land on its N. E. in 73 deg. and 3 quarters. The coast is about S. W. as far as Charn Point, in about 70 deg. N.

HOLE IN THE WALL Island, in the E. Indian Ocean, otherwise known by the name of Chapel Island. See AMOY and CHAPEL.

HOLE IN THE WALL Island, in the Bahamas in the West Indies, is in lat. 26 deg. 5 min. N. and long. 77 deg. 45 min. W. at the S. E. point, and nearly due E. from the islands called the Great and Little Isaac.

HOLE Haven, in the river Thames, is on the Essex coast, and is within the W. end of Canvey Island, and about N. by W. from the buoy in the middle of the river, on the W. point of the sand called the Middle Ground.

HOLLAND, a tract of land which was recovered from the sea in Lincolnshire by a colony of Dutchmen, so called probably from its resemblance to the situation and circumstances of that state in the Low Countries. The ditches of this country are navigable, and the inhabitants pass

In boats by the canals from one town to another. It is defended against the sea by the banks, and sometimes called hollow land, as being below the level of the sea.

HOLLAND, one of the states of the Low Countries, having the German Sea on the N. and W. and the Zuyder Zee on the E.

HOLLAND Bay, in the straits of Maghellan, is on the N. coast or shore of the main continent of South America. Its situation will be shewn under the article of Cape Holland; here we shall only describe the bay. There is no danger in sailing into it, and it has good anchorage every where. About three cables length from shore, when the cape bears W. S. W. half W. at the distance of a league, and Cape Froward a little to the N. of E. there is a depth of 10 fathoms, with coarse sand and shells. Right abreast of this situation is a very fine rivulet, and close under Cape Holland a large river that is navigable for boats many miles up. It is in lat. 53 deg. 57 min. S. and long. 72 deg. 34 min. W. the variation here being, as it is generally through the straits from sea to sea, about 2 deg. E. The water rises about 8 feet, but there is no regular tide, and mostly a current setting to the E.

Cape HOLLAND, on the N. coast of the straits of Maghellan, and the western point of Holland Bay, is about 4 leagues and a half at W. by N. from Snug Bay Point, and a little more than 7 leagues at W. N. W. quarter W. from thence to Cape Gallant. At N. E. from Cape Holland, not too near, almost 3 miles distant, is anchorage in tough clay and a good depth, according to the distance from shore, in 9 and 10 fathoms, or if nearer in 5 and 4 fathoms. Within the cape also on the N. W. is anchorage in tough clay, and a good depth, if not too near the shore.

Port HOLLAND, the same with Holland Bay. See **HOLLAND Bay**.

HOLLAND Shoals, is a large reef of rocks in the E. Indian Ocean, of which some are under, and some above water, about 6 leagues at N. N. W. from the island of Cicier de Mar. In coming this way from the N. keep in 15 fathoms at least, as it is unknown how far the rocks extend on that side.

New HOLLAND, is the name of a small territory on the coast of N. America,

to the S. of the state of Massachusetts Bay.

New HOLLAND Island, now known to be the largest island in the world, Borneo having, since the full discovery of the extent of this land, lost its supposed pre-eminence on that account. It extends from 10 deg. 30 min. to 43 deg. of S. lat. and from 110 deg. to 153 deg. 30 min. of E. long. being not less than 2000 miles from N. E. to S. W. The name of New Holland is sometimes given to the whole of the island, and sometimes it is limited to the N. and W. parts. The eastern part is then called New S. Wales. In general, the coast is surrounded by very dangerous shoals and rocks.

HOLLANDERS Bay, on the E. coast of the Labrador country in N. America, is between St. Anne's Bay on the N. W. and the N. point of Eskimaux Bay on the S.

HOLLESLEY Bay, on the coast of Suffolk, is named from the village so called at a small distance within land, and is about S. S. W. in the direction of the land from the entrance into Orford Haven. The village is nearly W. a little northerly from that entrance. When Hollesley church and parsonage come into one at N. N. W. about 2 miles off, there is good anchorage, and the best part of the bay in 4 or 5 fathoms water. Kettle Ledge, formerly called Kettle Bottom, bears about E. by N. from it, having the Whiting to the N. and the Bawdsey Sand to the S. and is about a mile in length. See **KETTLE**.

HOLLIDAYS, are about a mile from the Stone Banks near the coast of Essex, between which there is only 9 feet water. They lie in the fairway from the Gunfleet Buoy to Harwich or the Rolling Grounds. The course is first into Goldermore's Gat-way till the light of Harwich comes due N. by W. half W. or Bawdsey Church nearly on with the W. end of Bawdsey Cliff, and well open of Felster Cliff at N. half E. Thus run in about 2 miles between the Hollidays and Stone Bank, till Harwich little light comes on with the chancel end of Harwich Church at N. N. W. westerly, which is the mark for running into the Rolling Grounds, till Languard Fort comes at N. N. E. half E. nearly, where there is anchorage in 3 fathoms and 3 fathoms and a half. But to go to Harwich, run with Bawdsey Church at

N. half E. or a little more easterly, till both lights come on.

HOLLING'S Bed, otherwise called **Houling Bed**, near the S. E. point of Ireland, is within the sand called the **New Ground**, to the E. of **Wexford Haven**.

HOLM, on the E. side of **Gothland**, is one of the places which afford good roads or havens on that coast. It is not safe to venture coming to an anchor without a pilot on this coast.

HOLME, is a small town of **Cumberland**, which has a market on Saturday, sometimes called **ABBEX HOLME**, from an abbey that formerly stood there. It is seated on an arm of the sea, at the distance of 12 miles N. from **Cockermouth**, in lat. 54 deg. 53 min. N. and long. 3 deg. 19 min. W.

HOLMES Island, to the S. W. of **Harwich** on the coast of **Essex**, is one of the three small islands which are separated from the main land only by the winding of a stream, and the influx of the sea into that stream. The other two are known by the names of **Horsey** and **Pewet**.

HOLMS, a high point of land so called on the coast of **Germany**, about 10 leagues at N. N. E. from **Bovenberghen**. It is steep down on the N. E. side, and has a church upon the highest part of it. About 5 leagues from the shore is a bank with from 9 to 10 fathoms upon it, which therefore has no danger, but may serve to point out the situation of the coast, and is but narrow. The land here shews in hummocks at a distance, with several steeples, all of them being square flat towers, and without spires. The **Juitish Reef** spreads itself off from the coast between **Bovenberghen** and the **Holms**, something like the **Broad Fourteens**; but it is deep, having 12 and 13 fathoms water. It is about 24 leagues at S. E. by S. from the **Naze** of **Norway**. Between the **Holms** and the **East Head**, about 5 miles from the former, and 12 leagues from the latter, is a very dangerous stony bank, which has but 2 fathoms upon it at half tide.

HOLMSHEAD, is the S. end of a sand so called, which connects with the **Corton Sand**, nearly thwart of **Lowestoffe** or **Leostoffe**, on the coast of **Suffolk**, being about half a league at S. S. E. from it. The S. and E. parts of it are steep, there being 10 or 12 fathoms close to it. There is a channel for **Yarmouth Roads**, either within or without it.

To sail within it by night, bring the light-houses near **Leostoffe** at N. W. by N. or somewhat more northerly and go in right with them. When the church of **Leostoffe** comes southward of the town, over a house by the water-side, then will a ship be in a channel, and have no more than 3 fathoms at low water. In keeping the light-houses one in the other, bring the innermost rather a little to the northward of the outermost, to avoid a small flat on the S. side of the channel; run in till a ship comes against it in 2 fathoms and a half and 2 fathoms, as near as may be advisable, and then go up northward along by the shore. Another flat will afterwards be met with, on which there is scarce 2 fathoms at low water. Ships that are loaded may anchor before the flat, and stay for high water; it flows here about 8 feet.

To come in at **St. Nicholas Gat**, keep without the **Holms**. **Corton Sand**, as we have noted, is the N. part of it, having only a small swatch to separate them; forming an extent together of about 4 miles from S. by E. to N. by W. The **Gat** of **St. Nicholas** is situated between **Corton Sand** and **Crofs Sand**, otherwise called the **Knowl**. The marks for the easternmost part of the **Holms** are, to bring **Leostoffe Church** at W. and **Gouldstone new Steeple** at N. N. W. half W. when there will be 14 fathoms. From thence into the roads ships may borrow upon the **Holms** on the W. or larboard side going northward in 7 fathoms, and on the **Knowl** on the E. or starboard side in 6 fathoms, and steer N. and N. by W. for the **Buoy**. The mark for this buoy is to get **Gouldstone S. Steeple** on the N. pier head, keeping the buoy open to the westward, to prevent being hemmed in by a hook that stretches eastward from it; and to go clear of it, bring the beacon upon the N. pier on with **Gouldstone new Steeple**, with which marks a ship may steer into 6 fathoms, and then along shore, and anchor at pleasure.

There is a channel through the **Holms** thwart of the haven of **Yarmouth**; and to sail in by it from the southward, bring the steeple over the N. side of the haven between the great tree and the fort, and run right in with them, keeping these marks in the same position. Within the **Holms** there lies a flat on the starboard side, a little to the northward of the haven, called the **Middle Ground**, about
whi

which ships may fail on any side; and on the inner side in 5 fathoms, but towards the Holms or on the eastward of the flat in 8 or 9 fathoms. The Holms, sometimes called the Holms Head, is the southernmost of all the Yarmouth sands.

HOLMS Islands, in the Bristol Channel, are two small islands at the distance of 15 leagues N. E. half N. from Ilfordcomb or Ilfracomb, which is about 8 miles from Barnstaple Bar, and 22 leagues from the island of Lundy, at E. by N. From Hartland Point or Ilfracomb to the Holms is altogether clean; but on the Welch coast it is foul and shoaly.

Coming in from the westward by Lundy Island, and by no means exceeding 2 or 3 leagues to the N. of it, if a ship passes it on that side, she may make for the Holms, between which there is a channel, keeping nearest to the Flat Holm, which is most northerly, as it is deepest. With a strong wind, ships may sail so near as to throw a stone on shore. The English Grounds, a large shoal so called, lie to the eastward of it, directions for avoiding which have been given already under that head. Observe, in coming near the Flat Holm, that there are some sunken rocks about a mile at W. by N. called the Wolves, of which a ship must be very careful. The steep Holm Island is the most southerly of the Holms. See **ENGLISH GROUNDS**.

HOLMSTED, is one of those places to the southward of the Young Koll on the coast of Sweden, within the great bay which is there formed by the coast. It is 3 leagues distant from Tuvlaw to the S. and 2 leagues from Laholm on the N. Baalsted and Engelholm are within this bay, at the latter of which in particular is good anchorage.

HOLY Cape, a point of land so called in the Frozen Ocean, to the N. of the straits between Asia and America, in lat. 72 deg. 32 min. N. and long. 179 deg. 40 min. E.

HOLYHEAD, is a cape of the island of Anglesea in N. Wales, projecting out westward into the Irish Channel, and contracting it, as it were, into a narrower space. It is the place from whence the packet-boats usually sail for Dublin, every Monday, Wednesday, and Friday, wind and weather permitting. It has a very convenient harbour for the northern trade, if they should be taken short by contrary winds, and is situated near the extremity of the island, to the N. W. part

of which it is joined by a stone bridge of one arch. From this circumstance it has sometimes been deemed an island, as it is nearly surrounded by the sea, being about 5 or 6 miles long and 2 or 3 broad. The herb of which kelp is made, a fixed salt that is necessary in making glass and in allum works, grows on the adjacent rocks; and in its neighbourhood is a large vein of white fuller's earth, and another of yellow. On the island of Skerries, 3 leagues only to the N. is a light-house.

It is situated to the N. W. from Caernarvon Bar about 5 leagues, but the shore is foul and dangerous to the easternmost point of the island; from which point steer along the shore to the N. W. and sail without danger, only observing that about midway from the point to the harbour is a ledge of rocks, called Fisher's Rocks, lying near half a mile from the point between St. Fraid's and Perthaverth Bay. The head protects the harbour, and forms a vast precipice above the sea, hollowed by caverns, and frequented by falcons and sea fowl. It is in lat. 53 deg. 23 min. N. and long. 4 deg. 45 min. W. and has high water on full and change days about 10 o'clock, a little sooner or later, according to the nature of the wind.

HOLY Island, sometimes called **Lindisfarne**, is about 8 or 9 miles at S. E. by E. from the town of Berwick upon Tweed, and about 7 miles to the N. W. from Farn or Fern Island, off the coast of Northumberland. It is encompassed by the sea at high water, but admits a passage over the sands at the ebb. There is a commodious haven at the side of a pretty town, which is defended by a fort on the hills to the S. E. and as the only open port between the Frith of Forth and the Humber, it has sometimes proved a great shelter to ships, especially those from Archangel or the coast of Norway and Greenland Seas. This was once the see of a bishop, and is still distinguished by the ruins of its cathedral. It is about 8 miles in circuit, being 2 miles and a quarter long and a mile and a half broad, and consists of one continued plain. The castle is situated at the southern point, on a rock of near 60 feet high, which is almost perpendicular; and the N. and E. coasts are formed of almost perpendicular rocks, but the other sides slope gradually to the sands. The castle is accessible only by a narrow winding pass cut on its

S. side. The monastery which is now entirely in ruins, covered near 4 acres. It has no shelter, for there is not a single tree on the island. It is in lat. 55 deg. 41 min. N. and long. 1 deg. 43 min. W. and has high water on full and change days at half past 2 o'clock.

HOLY Island, off the coast of Germany. See **HELIGHLAND**.

HOLY Island or **Island del Santa**, on the coast of Peru in S. America, and on the South Pacific Ocean, is but 1 league from the port of Ferol, a little northerly, though nearly opposite to it. From thence to Acarma is 10 leagues at N. W. by N. all the land between them being very high. See **FEROL** and **SANTA**.

HOLT Sound, is one of the loading places on the coast of Norway, situated between Kirk Sound and the Naze, for which it is necessary to take a pilot, as for all the other places on that part of the coast.

HOMDO, the S. point of the island of Japan, in the N. Eastern Ocean, is in lat. 32 deg. 20 min. N. and long. 129 49 min. E.

HOME Sand, another name for **Holms**. See **HOLMS** and **CORTON**.

HOMERSTON, or **HUMMERSTON**, a village on the coast of Lincolnshire, within the River Humber, nearly W. S. W. from the point of the Spurn about 8 or 9 miles, and nearly due W. from the channel of the Bull Sand. It is betwixt 2 and 3 miles nearly S. from Grimsby, and about S. W. by S. from Cly Nefs Buoy.

HOME's Cove, is one of the small coves in Martha's Vineyard Island off the coast of New England in North America. The other cove is known by the name of Tarpaulin.

HOMET. See **HAMOTE**.

HOMET Fort, is the easternmost point of Querqueville Bay on the N. coast of France, and the W. point of the road of Cherburgh. It stands on a point of the coast of the same name, a little to the S. of W. from the island of Pelee, at the eastern extremity of that road. See **CHERBURGH**.

HONBOSCH, on the coast of Holland, is a little to the southward of Petten; directions for which see under **PETTEN**.

HONDA Bay, in the island of Cuba in the West Indies, is a good bay to the westward of the Havannah, on the N. W. coast of the island. It would be a place of considerable importance to seamen,

were it not for the superior port of the Havannah, which is so near to it, and to which only it is inferior of all the bays or harbours of the island. It is in lat. 22 deg. 54 min. N. and long. 82 deg. 40 min. W.

HONDA Bay, on the N. coast of South America, is westward from the mouth or entrance of the gulf of Venezuela; but the course is W. by N. and W. N. W. because ships first make the E. point of Honda, which stretches out thwart a part of the entrance in a crooked bend like an arm. It is a large bay, and has good ground, with a fair strand and an even clean bottom. The bay of Portete is to the westward of it.

HONDA Bay, on the W. side of Cape Gratia Dios, on the coast of Honduras, near the W. part of the Caribbean Sea. It is deep, as its name imports; and there are abundance of islands on the coast of the bay, but of very little importance. There is safe anchorage within the bay in from 10 to 12 fathoms. The shore of the bay is all a clean strand, but there runs off a shoal from the E. side or point which must be avoided. The islands *Viciolas* lie off this bay to seaward.

HONDARO Bay, the W. point of which is about 8 leagues to the E. from Cape Machicaco, is on the N. coast of Spain, on that part of it called Biscay.

HONDE Flat, is a large sand at the mouth of the River Maes, on which there is no more than 6 or 7 feet, and in some places 8 feet at low water. It separates the passage into two channels, one of which or the southernmost goes in by the S. shore, or the land of Vooren, or the Brill, and the northernmost by the N. shore. For the two channels, and the directions for sailing into them, see **MAES**.

HONDURAS Bay, so called from the country on the S. and W. of that name, in the West Indies, being to the W. and S. W. from Jamaica and Cuba. The English have long possessed the tract of the logwood country in this bay, where they annually cut large quantities, and import to Europe. It is called Honduras, from the great depth of water at the cape so called on the eastward, which comes from the word *Honda*, and means the promontory or cape of Depth. It extends from the cape of its name on the E. in about 15 deg. and a half of N. lat. to Cape Catoche, or the easternmost part of Yucatan, in lat. about 21 deg.

N. and is near 5 deg. of long. in depth from Cape Honduras to the bottom of the bay of Guanacos. There are several small islands in the bay, particularly the Pearl Islands, a little to the N. though the pearls which are fished up here are neither so numerous nor so large as formerly. The small river of Rio de Sucre, or Sugar River, from the sugar works here, falls into this bay. In this bay is a great number of shoals, rocks, and clusters of drowned islands, abounding with great plenty of green turtles. Amongst these are several channels, but an experienced pilot is necessary to conduct a ship between them. The rivers and creeks of this bay swarm with alligators and guanas, but they have plenty of fish.

The various acquisitions of the English to this trade were confirmed by the treaty of peace in 1763, and again stipulated in that of 1783. But the court of Spain is admitted to possess the sovereignty of the country, and forts are not allowed to be erected there. The limits, within which the English are to confine themselves in this commerce, are also stated; and described as lying between the Rivers Wallis or Belize, and Rio Honda, taking the course of these two rivers to be unalterable boundaries, so as that the navigation of them be common to both nations; that, by the River Wallis from the sea, ascending as far as opposite to a lake, which runs into the land, and forms an isthmus with another similar inlet which comes from the side of Rio Nuevo or New River. From thence a line of separation passes straight across the isthmus, and meets another lake formed by the water of Rio Nuevo, at its current, the said line to continue with the course of Rio Nuevo, descending as far as opposite to a river, which enters Rio Honda, and thence descending by that river to the sea.

But by a convention signed in 1786, these limits were extended; for the English line, beginning from the sea, from that time takes the centre of the River Sibun or Jabon, up to the source of the said river, and from thence crosses, in a straight line, the intermediate land, till it intersect the River Wallis, and by the centre of the same river the said line descends to the point where it would have met the line that was settled in 1783. Mahogany, or any other wood, were also allowed to the English to be cut by this

convention, as well as logwood, and the English are allowed also to carry away any other produce of the country, with the exception against making plantations of sugar, coffee, &c. The small island of Calina, St. George's Key, or Cayo Casina, was also allowed to be inhabited by the English, under restrictions; and the English settlements of Honduras were, by an act of the British Parliament, in 1790, allowed all the privileges of British colonies.

HONDURAS Cape. See the article of **HONDURAS Bay.** From this cape, which is in lat. 16 deg. 18 min. N. and long. 85 deg. 23 min. W. to Cape Gracias a Dios, is 80 leagues or more at S. E. by E. and the island of Guanaja is N. by W. from it, at a small distance only.

Cape HONE, on the N. coast of Africa, is 20 leagues at S. W. and S. W. by W. from Cape Falcon, and 23 leagues at E. by S. from Cape de Tres Forcas, having a large bay between them. In this bay are no places of note nor any harbours; but a small river comes into it at Porta Nova, where there is good anchorage, and where ships come to load salt; but it is a bar, and will not admit great ships. The 3 rocky islands at the bottom of the bay, called Zafarnos or Zafarines, are at E. N. E. from the port, and about a league from the shore and from one another; within these is anchorage on the W. side, but not too near, as the ground is foul about them. The French charts have marked out the anchorage between them and the main, and nearly on the S. of the middle island, in 7 and 8 fathoms, before the town of Zafarin or Safarin. Cape Hone is about 11 leagues at N. E. and N. N. E. from hence, along the coast, which is foul all the way, and no good anchorage any where near the land. Cape Fegale is about midway between Cape Hone and Cape Falcon.

HONFLEUR, on the S. coast of the River Seine, near its mouth, opposite to Havre de Grace on the coast of Normandy, has a harbour in lat. 49 deg. 31 min. N. and long. 13 min. E. Ships must go in with the tide over the first bank, which lies from mid-channel in the entrance of the river's mouth, where there will be 4 or 5 fathoms water to this port.

St. HONORAT Island on the coast of the Mediterranean, is within a quarter of

of a league of St. Marguerit Island, and about 9 leagues from St. Trepez. Antibes is only 3 leagues from these islands. See ANTIBES.

HOOD's Island, is one of the islands of the Marquesas of Mendana, so called, in the S. Pacific Ocean, in lat. 9 deg. 26 min. S. and long. 138 deg. 52 min. W. It is the most northerly of these islands, and about 16 leagues in circuit; it is about 5 leagues and a half at N. 13 deg. E. from the E. end of Dominica.

Cape HOOE, is a promontory of Africa, on the coast called Upper Guinea, and on that particular part of it which is inhabited by the Quaquis, and consequently to the westward of Axim.

Hook Point is the E. point of the entrance into the river and harbour of Waterford, near the S. E. part of Ireland, and probably the same with what is sometimes called Slade Point.

Hook Spit is a shoal within the mouth of the River Thames, which shoots out to the S. E. from Margate Sand, and runs so far to the southward as to make the channel, usually called the S. Channel, along the Kentish shore, very narrow. It is said to lie above a mile within Margate Sand, and to have only 6 feet water on it; and the long mark for it is to get N. Down on Nallan Mill at E. by S. half S. and to avoid it steer E. S. E. with St. Peter's Church on the E. part of Galeings, from the mid-channel of the Searn Swatch between the buoys, in 3 fathoms at low water.

Between the Hook of Margate Sand, and the buoy of the Searn, is a good road for ships called the Gore, which is useful when they have no wind to carry them over the flats. See GORE.

HOOLAIVA Island, is one of the 4 islands of the South Pacific Ocean, which form a part of the Friendly Islands, and distinguished from the rest by the name of Hapae Islands. The S. end of this island bears at S. 29 deg. W. from a place of anchorage abreast of the reef which joins Lefooga to Foa, when the N. end of Haanno bears N. 16 deg. E. and the N. end of Lefooga at S. 65 deg. E. Here will be found, within 2 ledges of rocks at 2 or 3 miles distance, a depth of 24 fathoms over a bottom of coral sand.

There is also a bay between the S. end of Lefooga and the N. end of Hoolaiva, in which is anchorage in 17 fathoms water, and a bottom of coral sand, when

the point of Lefooga bears S. E. by E. about half a league. See HAPAE.

HOONGA HAPAE Island, is a small island contiguous to Hoonga Tonga, in the South Pacific Ocean, in lat. 20 deg. 36 min. S. and long. 175 deg. 15 min. W.

HOONGA TONGA Island is contiguous, as mentioned already, to Hoonga Hapae, in the same lat. but in 3 minutes of long. more to the E.

HOOPER's Island, is a long and narrow island within the bay of Chesapeake, and opposite to the entrance of the Patuxen River.

HOOPING Harbour, on the E. coast of Newfoundland, is in lat. 51 deg. 56 min. N. and long. 56 deg. 15 min. W.

HOORN, is a town of Holland, one of the states of the Low Countries, and has a harbour on the Zuyder Zee, which is one of the best on the coast of that sea, and has been constructed ever since the year 1577. It is situated in lat. 52 deg. 38 min. N. and long. 4 deg. 59 min. E. It is situated in a bight of the coast to the S. of Medenblick over land, and to the W. of Enckhuysen round the point of the coast. It is nearly N. from Edam along the shore, and about N. by E. over land from the city of Amsterdam.

HOORN, on the island of Texel before the entrance of the Zuyder Zee, is a mark for going into the channel round the Helder or N. point of the coast of Holland. It has a spire church, which, as well as the church of St. John's called by seamen Wastiyend, Western, or Wambus, are towards the W. end of the island; but this of the Hoorn is the most southerly. It forms a direction for all the 3 channels out of the sea to go in by the W. end of the Texel; for which see LAND DEEP, SLENK, and SPANIARD's Gat. It also serves as a mark for the Ameland Channel, as may be seen under that head. See AMELAND.

HOOT Point is the westernmost point of the island of Schonen or Schowen, and is a mark for sailing into the Zierick Zee through the channel of the Keel. See KEEL.

HOPE Bay, on the E. coast of Kent, is in the bight of the land to the westward of Ramsgate and to the N. of Sandwich, or the opening of Sandwich River.

HOPE Bay, an inlet of the N. E. corner of Nootka Sound on the N. W. coast of North America. About half a league without some breakers or funken rocks.

there is 19 and 20 fathoms water; but this increases to 30, 40, and 50 fathoms after passing the breakers, with a sandy bottom, and farther in there is no ground. In an arm of the inlet there is 85 fathoms so near the shore as to reach it with a hawser; there is only 70 fathoms without the arm, but the bottom is rocky.

HOPE Cape, is the W. point of the entrance into Repulse Bay, at the N. part of the Welcome Sea, or the N. branch of Hudson's Bay. It is nearly in the direction of N. E. from Cape Montague, or the N. point of the entrance westward into Wager Bay, and in lat. about 66 deg. and a half N.

HOPE Cape, or Cape of Good HOPE, the W. point of the island of New Guinea, in the Eastern Indian Ocean, is in lat. 1 deg. 32 min. N. and long. 131 deg. 35 min. E.

N. B. For other descriptions of HOPE Cape, see *Cape of Good HOPE*.

HOPE Haven is on the E. side of Davis's Straits, in lat. about 64 deg. N. at N. by W. or N. N. W. nearly from Ice Bay.

HOPE Island is at the distance of several leagues from the S. point of the island of Spitzbergen or East Greenland, off which point are several small rocks or islands, and is in lat. 76 deg. 15 min. N. and long. 23 deg. 35 min. E.

HOPE Island is opposite to the town of Greenwich in Rhode Island, on the coast of that name in North America, up the W. passage. It is but a small island, and is nearly in mid-channel between the main and Prudence Islands.

HOPE Island is about 2 deg. to the W. from Traitor's and Cocos Islands in the South Pacific Ocean, in lat. 15 deg. 46 min. S. and long. about 175 deg. 15 min. W.

HOPE Islands on the N. E. coast of New Holland or New South Wales, are situated off the N. point of Weary Bay, and to the southward from the S. point of the entrance into Endeavour River.

HOPE NOSE, on the coast of the English Channel, is the N. point of Torbay on the S. coast of Devonshire.

HORAINÉ Rock, on the N. coast of France, is a shoal on which are several rocks that are dry at low water, and lie about a mile to the eastward of Garvo. The island of St. Biou on with St. Barbe at S. S. W. and the island of Duran at W. is upon the Horaine; to have one on,

and to vary the other is the way, therefore, to clear the Horaine. Within a mile to the S. W. of these rocks are several rocks up and down, and about N. E. from Brehat Island.

HORDEL Cliff, on the coast of Hampshire in the English Channel, is between Lymington on the E. and Christ Church on the W. and nearly thwart of the Needles at the W. end of the Isle of Wight. It is about 50 yards in perpendicular height from the surface of the sea at high water, and extends about half a league along shore, being chiefly a red gravel as far as 18 or 20 yards below the surface.

HORE Bay, on the E. coast of Newfoundland, consists of two branches; of these the southernmost is bounded by St. Julian, to the S. of which is Little Mes-tre Bay. Cape St. Anthony is but a little to the northward, and not far from the W. end of Belle Island.

HORMIGAS Island or Rock on the coast of Peru in the S. Pacific Ocean, is on the western coast of South America, to the northward of Lima, and beyond the port of Chaucaí, about 7 leagues N. from the island of Maltesi. There is a chain of islands along this part of the coast, but that which is more particularly called Hormiga, though small, makes white from the sea, and has a little break upon it in the middle from the S. side. On that side of it is good anchorage, and a clean bottom of good hard sand. On the N. and N. W. sides are several rocks, which make a flat or shoal stretching out to seaward near a league, and at the end of those flats are several other rocks above water; on which the breach of the sea may be seen by day and heard by night to as great a distance.

In passing these rocks, it is necessary to keep a due attention; they have been fatal to some good ships, and it is not easy, or perhaps possible, sometimes to avoid them, as the winds may happen to blow. If a ship is in that latitude, and wishes to make the head or point of the great rock properly called Hormiga, supposing it either to be in the night, or that the weather is thick and hazy by day so that it cannot be discovered, make short boards, or avoid too long a stretch even with a large wind, and ply off and on till day-light or brighter weather comes on. For it will frequently happen in calm weather, that the breaking of the sea

sea cannot be heard, and that a ship may be aground, without due precaution, before she is aware of any danger.

HORMINGAN, between the islands of St. Michael and St. Mary, amongst the Azores Islands, are the only shoals about these islands. See **AZORES**.

HORN, on the island of Texel, the same with **HOORN**. See **HOORN**.

Cape HORN, near the N. W. point of Ireland, is E. S. E. from an island about 2 leagues, which lies off it called Tory Island, or the island of Thieves. The 4 islands of Ballynefs are to the southward; and the coast is all the way safe from this cape to the islands of Arran, with good ground, and secure from winds, and at the distance of 6 leagues from it to the S. W. Sometimes it is called Horn Head.

Cape HORN, at the extremity of South America, being the most southern headland of the island of Terra del Fuego, round which all ships now pass in going out of the South Atlantic Ocean westward into the South Pacific Ocean. It is in lat. 55 deg. 58 min. S. and long. 67 deg. 26 min. W. and is also situated on a small island, having Nassau Bay within that and the Hermit's Islands. It is known at a distance by a high round hill over, and has two peaked rocks like sugar-loaves on its N. W. side, in the direction of N. by W. and S. by E. from each other. There is a point to the W. N. W. which shews a surface not much unlike that of the cape, but they will be readily known from each other by their situation. There are some straggling low rocks to the W. of the cape, and one at S. but they are all near the shore. Christmas Sound is 31 leagues at W. N. W. quarter W. from the cape. Between this cape and Mistaken Cape there appears to be a passage directly into Nassau Bay; but this has not been explored, to affirm it with certainty. The western coast appears to form several good bays or harbours. Cape Horn is said to be the S. point of the Hermit's Islands.

False Cape HORN, is the S. point of the larger island of Terra del Fuego, on the E. side of which is the entrance to Nassau Bay, which is N. of the Hermit's Islands, and turns round to N. W. within this cape. It is frequently called Mistaken Cape, and lies to the N. E. from the true Cape Horn about 3 leagues.

HORN Head, on the N. W. part of Ireland. See **Cape HORN**.

High HORN, is a name sometimes given to the Enchuylen Sand in the Zuyder Zee. See **ENCHUYSEN** and **HOVR. RIB**.

HORN Island is one of the islands at the entrance into Batavia Road in the island of Java, between which ships pass to go into the road, after 2 hours easy sail.

HORN Point, on the coast of Germany, is about 4 leagues to the southward of Blawen Balgh or Creek. The coast beyond the point lies due N. towards the Wester Zyt, this point lying between the Southern Zyt and the Western Zyt. The Reef Horn or Horn Reef runs out from the point.

HORN Reef, the long and narrow bank of sand which runs off from Horn Point for 7 or 8 leagues into the sea, and terminates in a sharp point. There is from 2 and a half to 3 fathoms upon it, and nearer the land there is 3 and a half. It is very steep, and therefore dangerous for deep ships; for at one cast of the lead there is 22 fathoms, at the next 15, and then 3, when a ship is upon it.

HORN Sound, on the coast of Spitzbergen is to the S. of Fair Haven, or in a less lat. than 77 deg. N. and to the N. W. from Point Look-out. Our authorities lay it down in lat. 76 deg. 45 min. N. and long. 13 deg. 29 min. E.

HORNS, another name for the Shoe Beacon, at the distance of 6 or 7 miles at S. W. by S. quarter S. from the Whitaker Beacon, in the mouth of the River Thames. From the Horns to the W. buoy of the Middle it is E. by N. half N. about 6 miles.

HORNSEY, on the coast of the E. riding of Yorkshire in the hollow of the coast from the point of the Spurn to Flamborough Head. It is almost surrounded by the sea, and has a church with a high steeple, which is a common sea-mark across that long bay. A whole street, except one or two houses, has been here washed away by the sea within a few years past; and the same account is given of the village of Hide, which lies to the northward of the town.

HORODADA PENA, or the Pierced Rock, on the coast of Peru in South America, and on the S. Pacific Ocean, has been deemed a mark for sailing into the port of Callao; we shall now present them to the attention of our readers. Stand in from a little to the windward of the island of Callao, and run on through

the Bouqueron, or the channel between the island and the point of Callao, till that part of the island which is to landward of the Morro Solar be shut in, and hid by this rock of Pena Horodada. Upon each of these points are crosses; when the two crosses are brought into one, run boldly in and there is no fear of any danger. The fairway of this channel lies through at N. W. and the Pena Horodada must always be kept right astern; and when a great rock that lies between the two great islands, is hid by the S. part of the greater island, then keep closer to the island, as a ship will certainly be clear of the shoal.

HORREL Head, on the coast of Norway, is in the fairway to Romsdale River, and is high. Ships bound to Romsdale, go by the island of Luycke, in from 10 to 18 fathoms water; observing that as soon as they have passed the island there is a stone reef across the channel almost to this head, so that ships must edge off from the island which is on the larboard side, and run close by the high head of Horrel, when they will have 3 fathoms over the reef. It deepens afterwards to 10, 20, and even 100 and 200 fathoms, and if ships then keep between the main and the island they will come to that river.

HORSE Buoy, is the starboard buoy of the entrance to Spithead Road, from the S. E. in which direction it nearly lies from the Dean Buoy, on the same side of the channel. At S. W. from this latter is the Warner Buoy, on the E. side of a sand to the N. of St. Helen's Road, which is the larboard entrance into this channel. Keep nearly at midway betwixt them, and steer N. W. and No Man's Land Buoy, at the point of the sand so called on the larboard, will be the other point of the entrance to Spithead Road, which is nearly W. from the Horse Buoy, and only about three quarters of a mile asunder. When the windmill on the isle of Wight is at S. W. by W. a ship will be abreast of the Horse Buoy.

HORSE HOPE, is the N. point of Trinity Harbour on the E. coast of Newfoundland, and 3 leagues and a half at E. N. E. from Bonaventura Head. Catalina Bay is 5 leagues at N. by E. and N. N. E. from it; and Green Bay, Ragged Harbour, and some other small places are between.

HORSE Island, is a small island on the

S. coast of Ireland, just without the W. side of the entrance into the harbour of Castlehaven. There is also another small island to the E. so close to the land, that it is not an island when the tide is out.

HORSE Islands, on the E. coast of Newfoundland, in lat. 50 deg. 23 min. N. and long. 55 deg. 51 min. W. a few leagues to the N. W. from Cape St. John.

HORSE Sand, a large sand which extends from South Sea Castle to the eastward of Portsmouth, nearly due S. to the Horse Buoy, or the starboard point of the eastern entrance into Spithead Road; from whence it turns S. E. to the Dean Buoy, with but a very narrow swatch, not fit for any vessels, and from thence N. E. and N. to the W. point of Langstone Harbour. The depth of water upon it is very variable from 3 feet to 16 or 17, but without any regularity. When the great patch upon Portfdown is on with South Sea Castle, a ship will be on the W. side of the sand, or within it; also if South Sea Castle is on with a square steeple within land, it is a mark for being thwart of it.

HORSE Shoal, a flat so called on the S. shore of the River Thames below the Reculvers, which has but a small depth at low water. It lies along shore, contiguous to which is the road called the Gore.

HORSE SHOE Hole, is a road of the River Thames for ships to anchor in, coming through the Old Channel, between the Woolpack Buoy, which is red, and the E. buoy of the Spell on the westward of it; and when the middlemost of three copperas houses is nearly due W. a ship will clear both those sands, and run in safe for the buoy of the Wedge into this road. To anchor in the best part of the road, bring the middlemost copperas house at W. and Chilet Mill on George's Farm, and there will be 3 fathoms and a half water.

HORSE SHOE Point, is the most southerly point of the island of St. Christopher's or St. Kitt's in the West Indies, and the N. point of the entrance to the Narrows between that island, and its small dependant island of Nevis to the S. E.

HORSE SHOE Point, on the W. coast of New Mexico, on the Pacific Ocean. See **HERRADURA**.

HORSE SHOE Sand, is on the N. shore of the River Tay on the E. coast of Scotland.

land. One of the directions for going within this river, is, to get Broughtie Castle in a line open of these Spits. See TAY.

HORSE-SHOE Sand, is a rocky sand to the southward from Wicklow Head, on the E. coast of Ireland, and somewhat farther out than the point. Keep the high inner land above the land of Wicklow, or keep Bray Head Point without Wicklow Head, and a ship will pass clear without it in 5 fathoms.

HORSELY. See **HOLLESLEY**.

HORSEY Island, one of the 3 small islands to the S. W. of Harwich, which have been noticed already under **Holmes**. See **HOLMES**.

HORSFENS, is a sea port of Denmark, on the E. coast of Jutland, seated on the N. side of a bay that opens into the Cattegatte, near the Island of Hiarnoe, 42 leagues at W. by N. from Copenhagen.

De HORTA Bay, in the Island of Fayal, one of the Azores or western islands, in the N. Atlantic Ocean, has good anchorage in 20 fathoms about half a mile from shore, and a clean and sandy bottom. The master of the port will give directions for ships to anchor. In this situation the S. W. point of the bay will bear S. 16 deg. W. and the N. E. point will be at N. 33 deg. E.; the church at the N. E. end of the town will also be at N. 38 deg. W. The W. point of St. George's Island, which is 8 leagues distant, will then bear N. 42 deg. E. and the Island of Pico, which is 4 or 5 miles distant from N. 74 deg. E. to S. 46 deg. E. Villa de Horta, from whence the name of the bay is derived, is at the bottom of the bay, and the chief town of the island. The road is at the E. end of the island, and faces the W. end of the Island of Pico; it is 2 miles broad, about 3 quarters of a mile deep, and nearly of a semicircular form. It has from 20 to 10 and even 16 fathoms water and a sandy bottom, except near the shore; but it is rocky off the S. W. head, and without the line which joins the two points of the bay, so that ships must not anchor too far out. The lat. of a ship at anchor, in the situation described, is 38 deg. 32 min. N. and long. 28 deg. 39 min. W. and the variation of the compass in 1780. was from 16 deg. 18 min. to 17 deg. 33 min. W. out at sea.

HOSELY Bay, another name for **Horsely** or **Hollesly**. See **HOLLESLEY**.

HOSSEN Island, is the most northerly of the Islands of Flowack, without which ships must keep that are bound into the Broad Sound to Sudmer, turning about this Island, and then going E. by S. 2 or 3 leagues from it, till the Island of Godow is seen on the larboard bow.

HOVAT Island, is the same as **Houac** just mentioned. See **HOUAC**.

HOUAC Island, in the Bay of Quiberon, is near to the Hedic, and at S. E. from the point of Quiberon. Without these are the Cardinals; all on the W. coast of France. It is almost 3 leagues at N. E. from Point Lomaria, at the E. end of Belleisle. Ships that do not sail about to the southward of Belleisle may run through between Quiberon and this island, keeping the rock that lies to the S. E. of Quiberon on the larboard side within 2 or 3 cables length, so that all the rocks towards this island may be on the starboard, and have a great birth. Sometimes, ships in coming from the westward, sail through between the two Islands of Houac and Hedic and Belleisle, and so run about to the eastward of the Cardinals.

HOUARDIA. See **HOCARDIA**.

HOUBRUGH Tower, on the E. side of the Island of Gothland, has a very good road under it, where ships may come to an anchor, as in many other parts along that coast, which abounds with good roads and havens.

HOVERT. See **OVERT**.

La HOUQUE, on the coast of France, is within Cape Barfleur, round by the eastward along the coast to the S. about 2 leagues and a half from the cape. In a bay to the S. of the point there is good anchorage in from 7 to 9 fathoms, and safe from westerly and northerly winds, when the point bears at N. W. by N. and N. N. W. The W. shore of the bay must be avoided, unless persons are very well acquainted, so as to anchor within some sunken rocks that lie off from the shore. St. Mark's Islands are more than 2 leagues at S. E. from the point; and to the northward of the point it is in many places rocky and foul ground, especially off Dranguet and Quiberon points, about the midway to Cape Barfleur. It will be best, therefore, to keep 3 or 4 miles from shore, which will carry a ship clear of all but one sunken rock, which

which is 5 miles from shore, on either side of which a ship may fail. See **HOGUE**.

La HOUQUE, is a small fort about 2 leagues beyond the Havannah, in the Island of Cuba. The mountain of La Paim de Matance, the top of which resembles an oven or loaf, may be discovered from hence, and is a mark whereby sailors know the situation of the Bay of Matance, at the distance of 14 leagues from the Havannah.

HOULBOULING Island, or **HAUL BOW-LINE** Island, which see.

HOUND Balgh, or creek, near the mouth or channel of the Elbe, on the coast of Germany. Ships run along to it by the soundings of the S. Grounds. Here is a steep with a buoy on it called the Scherborn; and ships run in hither for harbour between the islands. This buoy is called the outmost buoy of the Elbe.

HOUNDSORT, is the W. point of the Island of Oesel, in the Baltic Sea, for which we must refer our readers to **OESSEL**.

White House Bay, in the Island of St. Christopher's or St. Kitt's, in the W. Indies, is towards the S. E. part of the island, and on the S. side of the isthmus or narrow part of the island, where the coast begins to trend due S. and on the N. of Guana hill and point.

HOOTH Point and peninsula, on the starboard side of the entrance over the bar into Dublin Bay. The caisson or inner light-house is at the extremity of the S. wall or pier. See **HOATH**.

HOOT Bay, on the S. part of the coast of Africa, to the N. N. W. from the Cape of Good Hope, is in lat. 34 deg. 3 min. S. and long. 18 deg. 19 min. E.

HOUTMAN's Abrolhos or Shoal, on the western coast of New Holland, in the S. Pacific Ocean, in lat. 28 deg. 40 min. S. and long. 110 deg. 24 min. E.

HOUTRIB, a sand or long and narrow spit of a sand in the Zuyder Zee, is about a league to the southward of the Island of Urck. It lies thwart over the fairway in the direction of E. S. E. and W. N. W. It runs out from the Enchuyfen Sand like a tongue or sword blade for more than 2 leagues; and when Enchuyfen is N. W. by W. and the Island of Urck at N. E. or N. or at N. N. W. and a ship has shoalings, it must be upon the Hout-

rib. The extremity of it bears about S. S. E. almost 2 leagues from the Island of Urck.

How's Point. See **HOWARD's Point**.

HOWARD's Creek, on the W. coast of Hudson's Bay, off which are the islands called the West Pens, in the direction of S. E. from Cape Tatnam or the E. point of Hays's River.

HOWARD's Point, or **How's Point**, on the N. coast of Lord Egmont's Island, or New Guernsey, between Hanway's Point and Carlisle's Lagoon, and between 4 and 5 miles from the former; having between them 30 fathoms close to the shore, and no bottom at 2 miles off. Portland's Island is to the W. of this point over against the entrance of Carlisle Harbour.

HOWE Cape, in the Falkland Islands, is the N. point of one of the small islands, with which the two principal islands are invested, at the distance of 16 leagues to the E. by S. half S. from Cape Dolphin, and is a low flat cape or headland. It is more than half way at W. by N. from Cape Caresfort, to the Eddystone Rock.

Cape HOWE, on the E. coast of New Holland, is in lat. 37 deg. 27 min S. and long. 150 deg. E. and the variation at a few leagues from it only to the N. W. is but 3 deg. 7 min. E. The coast trends from it N. as far as to Mount Dromedary, where the variation is considerably increased.

HOWE's Foreland, on the coast of Kerguelen's Land, or the Island of Desolation, in the S. eastern ocean, is the point where the coast turns from the direction of S. E. though very irregularly, from Cape Francois, to S. by E. and about 5 leagues from Port Palliser. See **DESOLATION** and **KERGUELEN**.

Lord HOWE's Island, otherwise called New Jersey, is one of the Queen Charlotte's Islands in the S. Pacific Ocean, about S. from the E. part of Egmont Island or New Guernsey. Cape Proby, its N. E. point is separated from Cape Barrington, which is the S. E. point of Egmont Island, only by a narrow channel of 4 miles in breadth.

Lord HOWE's Island, another island of the S. Pacific Ocean so called, in lat. 31 deg. 36 min. S. and long. 159 deg. 4 min. W.

HOWE Island, in the S. Pacific Ocean, is in lat. 16 deg. 46 min. S. and long.

154. deg. 7 min. W. Near the N. W. part, a channel is supposed to go through within the reef, though it is otherwise surrounded by breakers, and no anchorage to be found without them. The island is 10 miles long and 4 broad, and the variation is 7 deg. 40 min. E.

Hoy Island, one of the Orkney Islands, about 10 miles in length, and a good place for fishing. Between the W. end of this Island and Pomona, the tides run in and out very strong, and there are great rippings which seem to denote that the water is shoal; but it is nevertheless a bold and deep channel, and there is no danger through it. Between the islands of Hoy, Flota, and S. Ronalsha there is a broad sound; as well as between Hoy Island and Pomona, where there are many good places to anchor in, and where ships ride land-locked. The great conic hill of Hoy Head is a sea-mark, and in a stupendous rock, called the Beary, is a bird called the Laver, supposed to be a species of Penguin. The island is stated to be in lat. 58 deg. 56 min. N. and long. 3 deg. 20 min. W.

HUAHEINE Island, is one of the Society Islands in the S. Pacific Ocean, and about 30 leagues from the Island of Otaheite, in lat. 16 deg. 44 min. S. and long. 151 deg. 1 min. W. and is about 7 leagues in circuit. It has a commodious harbour on the W. side, but the surface is hilly and uneven. The variation of the compass here is 5 deg. 13 min. E. and more than a deg. less than at Ulitea. The harbour of Owharre, though small, is an excellent one, and has anchorage in 18 fathoms and clear ground, and secure from all winds; being under the northernmost high land, within the N. end of the reef that lies along that side of the island.

HUDSON'S Bay, is a large gulf of N. America, into which ships must pass by the straits of the same name, in the direction of N. W. from the N. Atlantic Ocean. It extends from 51 deg. to 67 deg. of N. lat. in the largest space, comprehending James's Bay on the S. and the Welcome Sea on the N. which are no otherwise to be distinguished from it than by their being narrower, in the same way as the Finland Gulf and Bothnic Gulf are distinguished from the Baltic Sea. The middle part, which has this name distinctly, is situated between 55 deg. and 62 deg. nearly of N.

lat. and from long. 79 deg. to 97 deg. W. in the broadest part. The settlements of the company trading hither for furs, &c. are on the W. and S. W. parts of the coast. There are several islands off the mouth of the bay, on approaching it from the straits. Of these Resolution Island and Mansfield Island are the principal.

HUDSON'S Hole, on the S. W. part of the Island of Jamaica, in the W. Indies, is between Bannister's Bay to the N. W. and the Sand Hills over Starve Gut Point to the S. E. Chocolate Hole is close to it on the northward, as Cocoa Cove is to the southward.

HUDSON'S Point, in the Island of Antigua, in the W. Indies, at the E. end, is the extreme E. point of the N. shore of Willoughby Bay, and S. from Half Moon Bay. To the westward of it, there runs off a long reef of rocks to S. S. W. nearly across the entrance to Willoughby Bay, for which see WILLOUGHBY.

HUDSON'S River, which washes the W. side of New York Island, and passes by that city to the southward, is a large river, the source of which is unknown. The tide flows a few miles above Albany, which is 160 miles up, and the navigation is safe, and performed in barges of 40 or 50 tons burthen. The water is fresh about 60 miles above the city of New York, and sometimes very low, and abounds with variety of fish.

HUDSON'S Straits, from Resolution Island to Cape Diggs, at the entrance into Hudson's Bay, extend about 140 leagues to the N. W. On the larboard side, or coast of Labrador, as well as on the N. main or starboard coast, the inhabitants are complete savages, of whom Europeans have very little knowledge.

HUEN Island, in the Baltic Sea, is about 2 leagues from the coast of Zealand, and only 1 league from that of Sweden, and is about 6 miles in circuit. It is 3 leagues at S. by E. from Allmoor, and near 5 leagues at N. by E. from Copenhagen, in lat. 55 deg. 54 min. N. and long. 12 deg. 38 min. E. It appears to be the same as the next article.

HUESNE, or HUENA Island, is a small island of the Baltic Sea in the Sound, in lat. 55 deg. 54 min. N. and long. 12 deg. 58 min. E. The celebrated

brated Tycho Brahe had his observatory in this island.

HUGH, is the S. point of the western part of St. Mary's Island, one of the Scilly Islands, to the W. from the land's end of Cornwall, and is a mark for sailing round from the southward through St. Mary's Sound into Broad Sound, to avoid the Spanish Ledge and Bartholomew Ledge.

HUGHES Bay, in Nonfuch Harbour, is the third bay inward on the S. side of that harbour, round the N. W. point of which is the entrance into Ayres creek, which comes down from the W. S. W. It is at the E. end of the Island of Antigua in the W. Indies; and Brown's Bay, and Skerret's Bay, with Graisfield cove, are without it on the E. along the same shore of the harbour.

HUGHES Point, is about N. N. W. from Hughes Bay, at the E. end of Antigua Island, in the W. Indies, and the limit on the E. to Ayres creek.

HUGHLY, a town of Bengal, in the East Indies, situated on an Island in the most westerly branch of the Ganges, about 40 leagues above the mouth of that river. It is situated in lat. 23 deg. 52 min. N. and long. 88 deg. 29 min. E. Other accounts state it to be in lat. 21 deg. 45 min. N. and long. 89 deg. 15 min. E. This branch of the river is commonly known to seamen by the name of Hughly. The various parts of its navigation are given under distinct heads quite from Ballalore Road.

HUIH. See **HIGHBRIDGE**.

HULL, so called from the river on which it stands, is a large maritime town of Yorkshire, on the E. or N. coast of the river of Humber. Its true name is **KINGSTON UPON HULL**, or the King's Town on Hull, being first built by King Edward the First. It lies so low, that by cutting the banks which resist the waters of the Humber, the country can be overflowed for 5 miles round. They have here a Trinity House, for the relief of seamen and their widows. It is the most considerable place in this part of England for trade into the interior parts of the kingdom, and has also a foreign trade equal to most cities in the kingdom, and, excepting London, Bristol, and Yarmouth, is said to have more merchant vessels belonging to it than any port in England. Its inland trade is the greater, on account of the many large rivers that

fall into the sea near it, by means of the Humber. It communicates with Selby and the city of York, and from thence to Boroughbridge and Rippon, by means of the Ouse and Ure Rivers. Bawtry, Gainsborough, Newark, Lincoln, Nottingham, Derby, and Litchfield, also trade with it by means of the Trent, with its branches of the Idle, Witham, and Don. By the Derwent it communicates to Stamford Briggs, in the way to New Malton to the E. of York. By the River Aire it has a trade to Snaith and Leeds and the populous villages in that quarter, and with Wakefield by means of the branch of the Calder; and the navigable canal from Leeds to Liverpool, connects it with Bradford, Skipton, and Settle in Yorkshire, and many populous parts of Lancashire. All the heavy goods of the inland countries are conveyed down these several rivers and canals, such as lead from Derbyshire, iron from Sheffield, cheese from Warwickshire, Staffordshire, and even Cheshire, are brought down from their respective countries, and exported from Hull to Holland, Hamburg, and the Baltic, as well as to France and Spain; and large returns are made from these respective foreign countries in iron, copper, hemp, flax, canvas, Russia linen and yarn, besides wine, oil, fruit, linen, &c. It is also sometimes enabled, from its great supplies by means of these rivers, to export more corn than even London. They generally fit out fleets of 50 or 60 sail together, and sometimes 100 sail or more, in time of war, so very great is the trade between this port and London, for corn, lead, and butter especially; and in like manner to Holland and France, as well for these commodities, as for the cloth, kerseys, and other manufactures of Leeds, Bradford, Halifax, and other towns of the W. riding of Yorkshire. The grand dock of this port, which is doubtless the largest in England, was opened for the reception of ships on the 22d of Sept. 1778, in which the ships are always afloat.

The lat. of King Henry the Eighth's tower, in the town of Kingston upon Hull, has been observed to be 53 deg. 45 min. N. and that of the S. end battery about 20 seconds less. The spring tides flow here from 17 to 18 feet, and the neap tides only from 11 to 12 feet; and the

the time of high water on full and change days is at 6 o'clock. The variation of the compass to the W. was observed in 1752, in the month of June, to be 17 deg. 33 min. which had increased in June 1660 to 19 deg. 52 min. W.

Some extraordinary tides have been observed here. On the 28th of June 1750, there was a very high tide near 7 o'clock at night, with the wind at S. W. but moderate, the moon being then two days old, when it rose with the flood 21 feet; and on the 26th of February in the same year, betwixt 6 and 7 at night, when the moon was but one day old, it rose to the height of 21 feet 4 inches. The next evening, or Feb. 27, with a fresh gale at W. N. W. it rose 21 feet 6 inches. On the 8th of October 1755, in the morning, when the moon was 3 days old, and the 6th tide after the change, it was high water at 8 h. 12 m. and rose to the perpendicular height of 21 feet 7 inches, which is the highest tide that had ever been known there; at which time there was but little wind, nor had been for many days before.

HULSTONE Point, in the Bristol channel, on the coast of Somersetshire, is a projecting point or headland between Porlock and Minehead, and to the eastward of Porlock Bay.

HUMBER River, is a large river, which, for a considerable extent, forms the boundary or limit between Yorkshire and Lincolnshire. The lat. of the entrance has been stated to be 53 deg. 55 min. N. and the long. 19 min. E. and the time of high water on spring tide days at a quarter past 5 o'clock. Directions have already been given, under the articles of Bull Sand, Clynefs, Burcomb and Grimsby, for sailing up to Whitebooth Road, where ships usually make a stop. For directions from thence up to Hull, see under the article **WHITE-BOOTH**.

HUMMOCK Island, off the S. point of Mindanao Island about 5 leagues, and in the eastern Indian Ocean, is 22 leagues at S. 40 deg. W. from St. Augustina, or the S. E. part of that island. This is but a small island of 6 miles in length; and all the land of the principal island is very high, and at a distance appears like several islands from its ridges. The Hummock Island is in lat. 5 deg. 24 min. N. and in long. 125 deg. 12 min. E. From the S. Cape of Mindanao,

the coast trends W. N. W. and N. W. by W. but first forms a point about 7 or 8 leagues distant, and then a very deep bay goes in to the N. and N. E. On the E. side of Hummock Island there appears to be a clear passage N. and S.

HUMMOCK Point, in the passage of the Straits of Macassar, is the N. W. point of the Island of Celebes, and about S. S. W. from the S. Cape of Mindanao, forming the E. point of the northern entrance into the strait so called. It is in lat. 1 deg. 20 min. N. and long. by account 121 deg. 39 min. E.

HUMBACKS or **CORCOBADOS** Rocks. See **CORCOBADOS**.

HUNCBACK'D Rock, about 4 miles from the port of Callao at S. by E. on the W. coast of S. America; to the E. of which is the Ordada Rock, with several smaller ones, having from 9 to 16 fathoms about them.

HUNE Cape, the S. W. point of a bay to the westward from the Island of Despair about 6 or 7 leagues, is towards the S. W. angle of the Island of Newfoundland on the S. side, and about 20 leagues to the E. of Cape Raye.

HUNE Point, to the W. of Hune Cape. See **HUNE** Cape.

HUNG Road, in the Bristol Channel, is within the mouth of the River Avon, nearly S. E. from the S. W. point of the entrance, off which is King Road. The tides from the Holmes hither rise above 40 feet right up, and run like a sluice, except near high or low water.

HUNSTANTON Cliff, on the coast of Norfolk, is at the mouth of the estuary called the Wash, between that county and Lincolnshire, and the only rocky eminence on the coast. It is a little within the Point of St. Edmund's, or the N. W. point of that coast, facing the W. between that point and the town of Snettisham.

HUNTCLEFF Foot, is a high hill on the sea coast, about 4 leagues to the eastward of the River Tees, on the coast of Yorkshire, and about 3 leagues to the westward of Whitby. Red Care or Cliff, is nearer to the Tees, and is conspicuous; by which the coast is perfectly known. It is sometimes called Huntly Foot.

HUNTER'S Rock, near the N. E. part of Ireland, is to the northward of the opening into Carrickfergus Bay, without the

the island of Magee. There is an island called Knee Island to the N. W. from it along the coast of Magee Island, and somewhat nearer to the island than the rock, which is a mark for avoiding it; keep that island close to the main, and a ship will pass clear without the rock, and by keeping the island open with the main a ship will pass within it. When Brown's Point, on the larboard side going into Larn, is opposite to the castle Caran, then will a ship be abreast of the rock; and when the rock of the mountain of Ballygill is directly over the middle of Ballygill Hill, a ship will be right upon the top of it, and the rippling of the sea upon it will be visible. It has 2 fathoms water upon it at the ebb.

HUNTINGDON, is a town of Long Island, to the eastward of New York, on the coast of North America; it is on the N. side, at the bottom of Brandon Harbour, and about 7 miles E. from Oyster Bay, and to the N. of Hempstead Plain. See HAMPSTEAD.

HURD Sand, is on the larboard side of the river going into Tinmouth Haven, and the same with what is called the Hardened or Hard End Sand. After opening the mouth of the river near the N. shore, sail in with the light-houses one in the other, and that will carry a ship clear of this sand, and of the Armuden Rock. See HARDENED.

HURON Lake, is noticed in this work as situated in Canada, and communicating with the great river of Mississippi, by means of a small branch, on which the Indians of the adjacent country used to trade with the French at their settlements on that river. It is situated between 43 deg. and 46 deg. of N. lat. and between 84 deg. and 89 deg. of W. long. and is very wide, so that it is about 900 miles in circumference, and is navigable for ships of any burden.

HURST Castle, on the N. shore of the English Channel, is to the W. of Lynton on the Hampshire coast, on a neck of land which runs out into the sea, and shortens the distance to the Isle of Wight, which is there no more than about 2 miles; the beach on which it is situated extends for half a league into the sea, and this castle is remarkable for being the last prison of King Charles I. before he was taken to London for trial. It is a mark for sailing within the island in

various situations and directions, which are noted under their proper heads.

HUSUM, is a pretty large and well-built town of Sleswick or S. Jutland, and has a harbour on the Hever near the German Ocean. It is 41 miles to the E. of the town of Sleswick, and belongs to Denmark, and is situated in lat. 54 deg. 55 min. N. and long. 7 deg. 56 min. E. The difficulty of sailing into the Hever is so great, that vessels bound to Husum take pilots either at Heligland or at the islands Pielworm or Nubol; but though the entrance is so difficult, as soon as a ship has passed the sands, and reached the fairway of the channel, it is all the way clear and deep to Husum Bridge, and there is anchorage any where.

HUYGUENS' Rocks, so called from John Huyguens, a Dutchman, who struck upon them in the year 1595, are about 10 leagues at N. E. by N. from Tromsund, and about 5 leagues at W. N. W. from the W. end of the Surroy on the coast of Lapland. They lie in the way of ships going out of the sea into Sugar Sound.

HUYSDOWN, on the coast of Holland, has two beacons upon it, which serve as land-marks for ships sailing in by the channels of the Slenk and Spaniards Gat, round the point of the Helder, into the Zuyder Zee, or within the Texel Island on the N. or out of it by the Texel or the Land Deep channel. See LAND DEEP, SLENK, &c.

Point HYGUERA, on the coast of the Great S. Sea, is to the W. of Panama Bay, and the same with Higuera. See HIGUERA.

HYLE Lake, is a channel so called, situated on the S. and S. E. sides of the E. end of Hyle Sand, which lies across the mouth of the river Dee below the city of Chester, the fairway of which is nearly due E. from the bottom of the bay, which is formed between the Great and Little Ormshead Points, till the channel of the Dee comes fairly open; at mid-channel between the two capes of the entrance, in the direction of S. E. very nearly.

HYLE Sand. See HYLE Lake, and DOVE.

HYNEAGO Island, the same as HE-NEAGA Islands, which see.

HYTHE. See HITHE.

I & J.

JAAR River, is a river that rises near Tongres in the country of Liege, and runs N. E. till it falls into the Maes at Maefricht.

JABUM, on the W. coast of Africa, is about 14 leagues at E. by S. from the river of Caran. It is surrounded with palisadoes, and the land thereabouts is broken and overwhelmed by the sea, having several small rivers on the main coast, and the sea-side full of trees. The fairway lies in about 2 fathoms, muddy ground, and sand underneath. The river Primeira is about 9 leagues to the E. S. E.

JACI DE AGUILA, is a sea-port of Sicily Island in the Mediterranean, between Catagnia or Catanea and Tavormina, in lat. 37 deg. 27 min. N. and long. 15 deg. 26 min. E.

JACK IN THE BASKET, is to the N. E. of Hurst Castle, round the point, and is a good road for anchorage, when the Needles at the W. end of the island are brought just open of the point, and Yarmouth Castle at S. by W. or S. S. W. in 7 or 8 fathoms. Ships will here ride safely out of the tide's way, which runs very strong off the castle in mid-channel between the island and the main.

JACKEE JACKEE, on the W. coast of Africa, is a league on this side of Jaco la hou, being only a small creek, and not of much note; though it is the first place where Europeans begin to trade for gold, and where their ships generally anchor for the sake of it. But they do not procure a great deal, neither is it on that part of the coast which is known by the name of the Gold Coast. Corbe la hou is 16 leagues E. from Jaco la hou.

JACKSON Cape or Point, is one of the points to the N. W. which form the entrance into Queen Charlotte's Sound in Cook's Straits, at the northern end of the S. part of New Zealand in the S. Pacific Ocean, as Cape Koamerou on the E. is the other. From this point to Cape Stephens are the Admiralty Islands, and Admiralty Bay. Cannibal's Cove, on the W. side of Queen Charlotte's Sound, is 5 leagues about

S. by W. from the Cape. The tides flow here about 9 or 10 o'clock on full and change days, when there is little wind, and rise about 7 feet and a half through the strait on the S. E. The lat. is about 40 deg. 54 min. S. and long. 175 deg. 10 min. E. The tide or current near this point or cape runs westward at the rate of 2 knots and a half an hour, and sets up strong under the western shore of the channel into the sound, when it runs down in mid-channel. The variation in the straits is about 15 deg. 30 min. E. See *Queen CHARLOTTE'S Sound*.

Port JACKSON, on the E. coast of New Holland or New S. Wales, is 3 leagues to the northward from Botany Bay, the northern entrance of which is in lat. 33 deg. 50 min. S. and long. 151 deg. 26 min. E. On this coast the flood-tide sets along to the southward, and ebbs to the northward, and flows from 5 to 8 feet, but other accounts say 4 feet at neap tides and 6 feet at spring tides, being high water on full and change days at a quarter past 8 o'clock. The variation of the compass is 7 deg. 54 min. E. On making the land of this port, steer right in for the outer heads, because every thing dangerous may be discovered by the breaking of the sea, only that care must be taken of a small reef on the S. shore that runs off to a small distance. Having passed this reef, and being abreast of the next point on the same side, a large branch of the harbour will open to the southward, into which ships may sail along either shore to avoid a reef in the middle that dries at low water, and lies thwart from Camp Cove within the Inner S. Head. It is pretty broad at the N. end, and extends considerably southward, shoaling very gradually. The marks for it are, to have the Outer N. Head and Inner S. Head touching, when Green Point will be on with a remarkable notch in the back land. To avoid the reef to the eastward, pass the Inner S. Head at only a cable's length distance, and haul short in for the sandy beach or Camp Cove, as soon as any part of it opens, till the Inner S. Head and the Inner N. Head come in one. This mark will carry a ship up in 5 and 6 fathoms. But if the reef cannot be weathered, it will be necessary to tack and stand into Camp Cove, within the Inner S. Head, which shoals gradually.

To pass through the channel on the W. side of the reef steer in for Middle Cape, which is steep, and then for the next point above it on the same side; and when a ship has got that length, she may take any part of the channel, or come to an anchor at pleasure. It is perhaps the completest harbour in the world, for ships may lie in 5 fathoms and a half within 50 yards of the shore, and as smooth as a fish-pond; and the channel has mostly 15 fathoms, which gradually shoals farther up. There is an abundance of fish in the harbour, most of which are unknown in England, besides oysters, cockles, and other shell fish. Of these snappers, mullets, light-horsemen, (from the shape of their head, which is like a light-horseman's cap) flat heads, salmon, and whittings, are the best.

The land from Botany Bay hither has a level appearance at first view, and may be seen to the distance of 7 or 8 leagues; but, on a nearer approach, it will appear hilly up the country, and full of trees. Within the port, the coast on the S. side seems to be rocky, sandy, and barren, but more inland there is a good soil and Kangaroo ground; there is also good land to the N. W. on the other shore, though it is sandy and rocky, and a very bad country, along the coast.

Under the head of SYDNEY Cove will be found a fuller account of the settlement within this port.

JACO LA HOU, on the W. coast of Africa, is 16 leagues due W. from Corbe la hou, having the small creek of Jackee Jackee to the W. of it about a league, and La hou about 5 leagues to the W.

JACQUEMEL Bay, on the S. coast of the island of St. Domingo or Hispaniola, is between the towns of Cayes on the E. and Benet on the W. and the town of its name is at the bottom of the bay. It is much hemmed in by mountains, as well as the neighbouring settlements on this part of the coast, which is a great obstacle to its improvement; but it is a very convenient situation for a place of receiving troops and warlike stores, and for being rendered a magazine of provisions, which can be brought in here from the Dutch island of Curasieu, from whence to supply all the southern coasts by means of small vessels, and even the W. side of the island by a road only of 8 leagues which leads to Leogane and Port au Prince, in the very bight of the bay on the N. side.

JADO, in the N. Pacific Ocean in the island of Japan, is in lat. 36 deg. N. and long. 139 deg. 40 min. E.

JAERT, or *Hendrick JAERT's* Plat. See HENDRICK.

JAFFA or JOPPA, as it was anciently called, is a town of Palestine in Asia, at the extreme part of the coast of the Mediterranean, with a good harbour, and only about 38 miles to the N. W. of Jerusalem. It is situated in lat. 32 deg. 45 min. N. and long. 35 deg. 55 min. E. From hence to Damietta on the coast of Egypt it is W. S. W. 53 leagues; there being no port all the way between them, nor any occasion for any, the whole coast being desert and wild. Eicalona, at the distance of 15 leagues to the S. from Jaffa, is the last town of Asia, but has no port.

This was formerly the sea port to Jerusalem, and was probably at that time much frequented by ships, and well stored with merchants.

JAFNAPATAN, is a town of the island of Ceylon in the East Indies, near the northern extremity of the island, having a good harbour, and about 115 miles to the N. of Candy. It is in lat. 9 deg. 45 min. N. and long. 80 deg. 55 min. E. The rainy season here is from October to December. See what has been said under CEYLON.

St. JAGO Bay, on the S. coast of the island of Cuba in the W. Indies. It is towards the E. end of the island, and opposite to the island of Jamaica, about 33 leagues from that island to the N. It has an excellent harbour for ships, and the city or town which gives name to the bay stands at the N. extremity of it, in lat. 20 deg. 15 min. N. and long. 76 deg. 40 min. W. This is the most ancient town of the island, and is still generally esteemed the capital; where such of the Spaniards as have estates on the island, and do not much intermeddle with trade, being contented with their possessions, usually reside. But it is evidently declining, and presents only the ruins of its former greatness. Its port is so noble, safe, and commodious, that it is inferior to the Havannah only in respect to situation for commerce; because that is on the N. W. side of the island towards the channel of Bahama or gulf of Florida, and this on the S. E. side, and commands the Windward Passage. The town is about 2 leagues from the sea, and the

entrance into the bay is narrow for several miles; but there are some small islands within that form a most commodious harbour, and shelter it from storms.

St. JAGO DE GUATIMALA. See GUATIMALA.

St. JAGO DE LA VEGA, or *SPANISH TOWN*, is the capital of the island of Jamaica, about 7 miles from Port Passage, and the bay of Port Royal. It is the residence of the governor, and the place where the courts of justice and the general assembly are held; and most of its inhabitants are people of fortune or rank, which gives it the appearance of splendor and magnificence. On account of its distance from the sea, it is destitute of trade, and is in lat. 18 deg. 26 min. N. and long. 76 deg. 32 min. W.

St. JAGO DE LOS VALLES, is a town of Panuco, on the N. bank of a northern branch of a river, which falls from the W. into the gulf of Mexico below the city of Panuco, from which only it is distant about 5 leagues. The island of Lobos lies before the mouth of this river, near the N. end of which it forms a harbour, in lat. about 22 deg. 30 min. N. and long. 81 deg. W.

St. JAGO Island, or *St. JAMES*, one of the Cape de Verde Islands in the N. Atlantic Ocean, is due W. from the island of May about 6 leagues, and is very high land, so that it may be seen far off at sea. The soil is very productive, and, but for the continual rains in the time of the Travadoes, which render it unpleasant to the inhabitants, it would be as delightful an island as any in the world. At the E. end, and on the S. side, is Port Praya Bay, which is a fine road for shipping; at the bottom of which is the town of its name, and the principal place of the island, and is in lat. 14 deg. 54 min. N. and long. 23 deg. 29 min. W. We have other accounts which lay it down in 15 deg. 7 min. N. and long. 22 deg. 35 min. W. but we place more confidence in the preceding statement. In this bay 100 sail of ships may ride safe in 14 fathoms, and a ship may lie close to the castle wall, by buoying up the cables to keep them from the mud; for the shore is all along very muddy, and without this precaution the cables would very soon decay and rot. Tubaroa Point is to the S. W. from this road. The island of Fuego is 13 leagues to the W. from *St. Jago Island*.

The variation of the compass across the N. and S. Atlantic Ocean, as observed in the year 1766, is perhaps worthy of notice in this place. After leaving this island, where it was near 8 deg. W. when it was two points in the English Channel, it decreased to 5 deg. 36 min. W. in lat. 6 deg. 34 min. N. and long. 21 deg. 41 min. W. varying from that to 6 deg. 23 min. to the line of the Equator in about 25 deg. 3 min. of W. long. In lat. 4 deg. 14 min. S. and long. 27 deg. 23 min. W. it diminished to 4 deg. 30 min. W. in lat. 7 deg. 3 min. S. and long. 28 deg. 49 min. W. it was 3 deg. 52 min. W. and in lat. 8 deg. 46 min. S. and long. 29 deg. 14 min. W. it was but 1 deg. 50 min. W. The variation was reduced to 30 min. W. in lat. 10 deg. 57 min. S. and long. 30 deg. 9 min. W. and in lat. 12 deg. 30 min. S. and long. 30 deg. 30 min. W. there was no variation. In lat. 17 deg. 22 min. S. and long. 32 deg. 9 min. W. there was an easterly variation of 1 deg. 40 min. which, in lat. 23 deg. 54 min. S. and long. 38 deg. 10 min. was increased by different observations to 4 deg. 56 min. and 5 deg. 56 min. E. This was farther increased to 6 deg. 45 min. E. in lat. 25 deg. 49 min. S. and long. 39 deg. 21 min. W. in lat. 29 deg. 57 min. S. and long. 42 deg. 27 min. W. it was 8 deg. 50 min. E. and in lat. 34 deg. 12 min. S. and long. 46 deg. 41 min. W. it had increased to 12 deg. E. variation. In lat. 34 deg. 46 min. S. and long. 48 deg. 28 min. W. it was from 13 deg. 3 min. to 14 deg. 20 min. E. and in lat. 35 deg. 37 min. S. and long. 49 deg. 49 min. W. from 14 deg. 30 min. to 15 deg. 45 min. with soundings in 54 fathoms, a fine black sand, but rather muddy. In lat. 37 deg. 40 min. S. and long. 51 deg. 5 min. W. the variation was 15 deg. 52 min. E. and no bottom, with 80 fathoms; and in lat. 41 deg. 14 min. S. and 56 deg. 48 min. W. it was 19 deg. E. and soundings of 39 fathoms, with a fine dark brown sand, and in the intermediate space were soundings for the most part in 70 fathoms and less, but deepest in the less southerly latitudes. In lat. 42 deg. 8 min. S. and long. 58 deg. 41 min. W. the variation was from 19 deg. 2 min. to 45 min. E. and the depth 32 or 33 fathoms, with a fine dark brown sand. This was the least depth.

increasing in the course to Cape Virgin Mary, to 45, 50, and in one place 60 fathoms; and the variation being from 19 deg. 40 min. to 20 deg. 40 min. E. *St. JAGO River*, on the coast of Peru, on the Pacific Ocean, falls into the sea in lat. about 1 deg. 20 min. N. and is from 5 to 6 leagues at N. N. E. from St. Matthew's Bay, the land being high with hollow red crags. There are several points on the coast running out, which form good retreats for ships that are driven in by hard squalls and flaws from the hills, and by the sea running high, which frequently happens; and in such cases there is anchorage all the way between the bay of St. Matthew and this river, taking care not to go into less than 6 fathoms water. There is 5 fathoms in the channel of this river, and the Indians, though unsubdued, will usually furnish provisions to ships. The building ports to the southward also send hither for cedar for the use of the shipwrights; where also ships that put in may be supplied with top-masts and spare yards.

This river is large and navigable, and has a deep channel, which is capable of carrying ships of burden up for several leagues; but it divides itself about 7 leagues from the sea, and forms a large island of 3 leagues broad. The largest branch of the river, as well as the best channel, is that on the S. side of the island; but both the channels are very deep, though the mouth of both sides is so choked up with sand and shoals, that scarce a canoe can pass above the island. The mouth of the river is a league wide, and the stream runs straight and swift; the tide, however, flows in about three leagues. In the different seasons, the stream is different; and as the whole country is subject to great rains, so in the rainy seasons the freshes are so great as to prevent all navigation in the rivers. Several large shoals lie off the mouth of the river, which will be discovered by sounding; one of them runs out nearly 2 leagues. A large bay, called Aucon de Surdinas, or Bay of Pilchards, runs in to the N. E. in a line to Point de Mangla es or Mangroves for 15 leagues.

St. PHILIP and St. JAGO. See *St. PHILIP*.

St. JAGO Town, on the coast of Chili, situated on the S. Pacific Ocean, and on the W. coast of South America, is the capital of that district of country, and has a good harbour. It is on the river

Mapocho, in a beautiful plain country, in lat. 34 deg. 10 min. S. and long. 71 deg. 5 min. W.

JAGUEY. See *HAGUEY de la Costa*.

JAKROES Island. See *ARROES*.

JAKUTSKOI in Siberia, is in lat. 62 deg. 2 min. N. and long. 129 deg. 48 min. E.

JALABERT Bay, in that part of Hudson's Bay called the Welcome Sea, is to the S. E. from Cape Dobbs, or the S. entrance of Wager Bay and Straits, as Cape Smith is the N. entrance. It is situated at the S. point of Chesterfield's Inlet, according to other accounts, where the former authorities place Cape Tomlinson. Which of these is right, we cannot take upon us to determine; but our maps place the southern point of Wager Bay in lat. about 65 deg. 40 min. N. and long. 87 deg. 40 min. W. and the southern point of Chesterfield's Inlet in lat. about 63 deg. 30 min. N. and long. 90 deg. 30 min. W.

JAMAICA Island, in the West Indies, is about 37 miles to the southward of the island of Cuba, and about 50 to the W. of Hispaniola, being 160 miles in length and 50 in breadth, and nearly of an oval figure. The island is divided by a ridge of hills, that runs nearly from E. to W. the whole length of the Island; in which many fine rivers have their rise, and flow from both sides in gentle streams, refreshing the valleys through which they glide, and supplying the inhabitants with sweet and cold water, having also great store of fish of various kinds, which are not known in Europe, but are exceeding good. Of eels and craw-fish they have great plenty, but unlike to ours. None of their rivers are navigable, though some of them are large enough to float down the sugars in canoes from the distant plantations to the sea coast; and they are so numerous, that a description of them would be tedious and uninteresting. The greatest part of the island is covered with woods, that never lose their verdure; and every hill is adorned with a thousand different sorts of trees, among which are the *lignum vitæ*, cedar, and mahogany. The valleys produce sugar-canes, ginger, orange and lemon trees, star apples, guavas, citrons, mamees, and others, so as to make the country like a paradise. But there are dreadful alligators in the rivers, with guanoes and galliwasps in the fens and marshes, and snakes and noxious animals

in the mountains, to detract from the pleasures of this enchanting description.

We are informed that not less than 10,000 of our brave seamen, and 700 sail of ships; exclusive of coasting vessels, are employed in the trade of Jamaica only.

The longest day in this island is about 13 hours, and the heats would become so intolerably intense by nine in the morning as to deprive the people of life, if the sea breezes did not providentially set in to fan the air and to refresh nature. These breezes are known by the name of the Doctor, as the people are enabled, after they set in, to proceed with their business, and the negroes to work in the fields; gently approaching the shore, and the sea before them coming on as smooth as can well be imagined. In half an hour after the breeze has reached the shore, it becomes pretty brisk, and gradually increases till about twelve, at which time it is usually the strongest. This continues till two or three, after which it begins to die away till about five, at which hour it is commonly quite spent, and ceases till the next morning. But the sea breeze is more violent at some times than at others, and particularly at the times of new and full moon, when it gains very much on the land winds. In the months of December, January, and February, when the N. winds are most predominant, they blow so strong as to check the sea breeze, which blows more forcibly near the sea than within land a few miles. The nights, on the contrary, are sometimes pretty cool; and they have excessive dews, that are considered as very unwholesome, especially to persons on their first arrival here from Europe. But these are circumstances which render the climate of Jamaica more temperate, and the weather more various, than in the Caribbee Islands; neither is there any country between the tropics where the heat is less troublesome, the air being so continually cooled by breezes from the E. with frequent rains, as well as nocturnal dews. The air is coolest in the mountainous parts. They have also regular land-breezes in the night, which begin about 8 o'clock in the evening, and blow to the distance of 4 leagues into the sea; these continue to increase till 12 at night, after which they also gradually diminish in strength till about 4 in the morning, when no more of them

is felt till the succeeding evening. The land wind, when the N. winds are most prevalent, and the sun near the southern tropic, blows much stronger a few miles in land, as at Spanish Town, than it does at Passage Fort, or Port Royal; and this is a very cold and unhealthy wind, which is most violent in the night, when it has the additional force of the land breeze, so as to check the growth of the sugar-canes and all vegetables on the N. side of the island, the effects of which on the S. side are pretty much intercepted by the ridge of mountains. It must from hence be evident, that no ship can come into the ports of the S. coast but by day, nor any go out but soon after day-break in the morning; and it must be observed, that the tides depend mostly on the winds, and not on the age of the moon, being sometimes scarce discernible. The rains, though not unfrequent in January, are more prevalent in May and October or November, which are deemed the winter months, on account of the rain and thunder, which are more violent at some times than others; sometimes they continue without intermission for a fortnight, when the level grounds will be laid several inches under water, and the roads rendered almost impassable.

There are two springs or seasons in this island for planting grain, and the year is also distinguished into the wet and dry season; but the rains are not so frequent as they were formerly, which change is supposed to be occasioned by the cutting down the woods, especially on the S. and N. that are more open and cultivated. But the W. and E. parts still remain less agreeable on this account, where there still are abundance of thick forests.

In the months of July, August, and September, this and the other islands of those seas are subject to dreadful hurricanes, and scarce a year happens but some storm of this nature occurs in a greater or less degree. Rains here are very violent, and the drops very large; and the strong winds from the N. bring storms of very large hail-stones. It lightens almost every night, but without much thunder; yet when such a phenomenon does happen, it roars very terribly, and on such occasions, as the lightning is proportionably near, a great deal of mischief is often done. Earthquakes also are far from unfrequent in this island.

as well as in the neighbouring island of Hispaniola.

To the general description of the face of this island, we may add, that the easternmost part of the ridge of mountains are called the Blue Mountains; that the tops of some of them are higher than others; that on each side of the ridge there are others which are much lower, the prospect of which is extremely agreeable on the approach from the sea. The number of rivers in the island are near 100, which, at their influx into the sea, form about 16 principal harbours, besides 30 bays, roads, or good anchoring places. But several of the rivers disappear or alter their course after storms, and lose their names; and some run for several miles under ground, and then again emerge. Among the mountains there are many cataracts in the rivers of 50 or 60 feet high; and some of the springs and rivers of the island petrify their channels, and stop their own course; one of the most remarkable of which is at Abraham's plantation, on the N. side of the island. In general, it is to be noted, that spring water which is remote from the sea is preferable to that of rivers or ponds; and the well-water near the sea, as particularly at Port Royal, is brackish, and occasions fluxes and other diseases to those who drink it. Indeed, the water in general is brackish and unwholesome in those parts of the island where it seldom rains. There is a hot bath in a wood at the E. part of the island, near Port Morant, that has been very successfully used both for drinking and bathing to cure the gripes, which is the common disease of the country. Some of the rivers, we should have observed, come so precipitately down the mountains, that they may more properly be called torrents; and run but a few miles before they fall into the sea, carrying before them large stones, and pieces of rock and timber, with much clay or earth, which fouls the water. But it is necessary to remark, that this water proves very good after settling some days in jars, which is of importance to be attended to, in a country where good water is not readily procured by the common modes.

Of the land of this island, supposed to contain about 4 millions of acres, it is supposed that not more than one third is yet cultivated. The plantations are mostly contiguous to the sea, and extend inward but a very little way; and one

half of the ground of these is over-run with wood. In some places, the soil is so fertile, that one acre has been known to produce several hogsheds of sugar. There are savannahs or large plains, in some places where the original natives used to plant their Indian corn or maize, and where the Spaniards afterwards reared their cattle, that have been burnt by the inhabitants to destroy the luxuriance of the grass; these are now quite bare and barren. But the soil is very good and fruitful in all other parts, especially in the northern parts, where they have a black mould that is mixed in many places with potter's earth. Towards the S. E. the soil is reddish and sandy.

In this island is a stratum of white chalk called marle, at the depth of two or three feet, which is also found in all the other sugar islands, of so hot a quality, and that heat so increased by manure, that their crops certainly fail in all dry seasons; and in a year of too much wet, the leaves grow rank, and never come to maturity.

On account of the hurricanes and earthquakes, the gentlemen's houses are here built very low, being only one story; and the negroes huts are made of reeds, which will hold only 2 or 3 persons. The common drink is Madeira wine, or rum-punch. The common bread, or that which serves for it, consists of plantains, yams, and cassava roots; but by the introduction of the bread-fruit trees, of which a number has been imported from the South Sea Islands, and from the very favourable accounts that have been received, there is great reason to hope the inhabitants of this and the neighbouring islands will be supplied abundantly with this important article of sustenance within a few years. These were brought hither in February, 1793, by Capt. Bligh in the Providence frigate, from Otaheite in the S. Pacific Ocean. The yams are somewhat similar to our potatoes, but much larger and coarser. They have plenty of hogs, and their mutton and lamb are pretty good; but the servants usually live upon Irish salt beef, and the negroes upon herrings and salt-fish. We may add, that the current coin is all Spanish money, and English coins are only kept as curiosities.

Of the natural productions of the island we may reckon sugar, rum, ginger, cotton, indigo, pimento or all-spice, frequently called by the name of Jamaica pepper

pepper in the northern counties of England, and cocoa and chocolate. They have also several kinds of dying woods and some medicinal drugs. Their tobacco is of a very inferior quality, and is only cultivated for the use of the negroes, who are so much attached to it that they can scarcely live without it. They have no sort of European grain; but they have maize or Indian corn, with Guinea corn, and various sorts of peas, though none like ours, and a variety of roots. They have also great plenty of fruits, such as Seville and China oranges, with common and sweet lemons, shaddock, citrons, pomegranates, mammees, four-logs, papas, pine-apples, custard-apples, star-apples, prickly-pears, alicada-pears, melons, pompions, guavas, and several sorts of berries that are every where found in the woods. Their common distempers are fevers, fluxes, and dry gripes.

Of the produce of the island may be reckoned near 100 thousand hogheads of sugar, 30,000 puncheons of rum, 300 thousand gallons of molasses, 3 million pounds weight of pimento, 500 bags of ginger of 500 pounds weight each, 1000 bags of cotton of 180 pounds weight each, and 800 casks of coffee of 300 pounds weight each. Besides which, their trade in many other articles is very considerable. They have a good quantity of cattle on the island, and herdes, asses, and mules, are very cheap; their oxen and cows are large; their sheep are usually large and fat, but their wool is good for nothing. Goats or cabrettos, rabbits and hogs, are plentiful; and their pork is not inferior to that of Barbadoes. They have neither deer nor hares in the island. The situation of the S. E. point of this valuable island is 17 deg. 58 min. of N. lat. and 75 deg. 38 min. of W. long. The N. W. point is in lat. 18 deg. 46 min. N. and long. 78 deg. 31 min. W. Port Royal is in lat. 18 deg. 0 min. N. and long. 76 deg. 45 min. W. Kingston is in lat. 18 deg. 4 min. N. and long. 76 deg. 40 min. W. and off the Morant Keys the lat. is 17 deg. 47 min. N. and long. 75 deg. 35 min. W.

JAMANA Gulf, is a gulf that is formed by a projection of the N. E. coast of the island of Hispaniola or St. Domingo in the West Indies, and the W. end of the island of the same name, which lies very near this coast, in the Carib-

bean Sea. This is more frequently called Samana, under which head some farther notice will be taken of it. See SAMANA.

JAMBOL. See BAEUCLAVO.
JAMBY Bay, in the Indian Ocean, is on the E. coast of the island of Sumatra, and is a large and spacious bay, extending by means of a river which falls into it, and is navigable, as far as to the town of Jamby, from whence it receives the name, which is situated in lat. 0 deg. 59 min. S. and long. 102 deg. 35 min. E.

JAMES'S Bay, so called from one Captain James, a famous negro merchant at Trimine, on the W. coast of Africa, 2 leagues to the N. E. by N. from Ningo Piquino, or Pikinine Ningo, which is 4 leagues at E. N. E. from Acra. Pury or Pomperney is 2 leagues on the other hand at E. N. E. from this bay.

JAMES'S Bay, the most southern division of Hudson's Bay in the northern countries of America, being a large inland gulf or sea, which opens to the ocean by a strait comparatively narrow and contracted. It commences at Cape Henrietta Maria, in lat. 55 deg. 15 min. N. and is 100 leagues southward to be bottom of the bay, and between 50 and 60 leagues across all the way from E. to W. There are several islands in it, as Bear Island, Vimer's Island, Charlton Island, Cape Hope Island, Welton's Islands, &c.

Cape St. JAMES, on the coast of China to the N. E. from Cambodia River, in the Eastern Indian Ocean, is in lat. 10 deg. 32 min. N. and long. 108 deg. 2 min. E.

JAMES Cape. See HINLOPEN.

JAMES Fort, St. Helena Island in the South Atlantic Ocean, where, and at the Cape of Good Hope, many observations have been made for determining the longitude to the greatest possible accuracy. Mess. Mason and Dixon made the observations at the cape, and Dr. Maskelyne at James Fort, and the difference between them was 24 deg. 12 min. 15 sec. which is only two miles more than it was made to be by Mr. Kendall's watch. The lunar observations of Mr. Wales, before the ship arrived at this island, and after the departure from it, being properly reduced by the watch, gave 5 deg. 51 min. for the long. of this fort to the W. of the meridian of Greenwich observatory, which is only 5 miles more W. than it had been stated by Dr. Maskelyne. The long. of the

the Cape Town was also found within 5 min. of the truth by the same method; which circumstances prove how near the long. of places may be found by these means, even at sea, with the assistance of a good watch.

JAMES Island, one of the Cape de Verde Islands, in the N. Atlantic Ocean. See *St. JAGO*.

JAMES Island, is about 10 leagues up the River Gambia on the W. coast of Africa, in the middle between the two shores, and 3 miles from the nearest shore, on which the English have a fort and factory. It is in lat. 13 deg. 15 min. N. and long. 16 deg. W.

JAMES Island, one of the two small islands on the E. coast of Africa, which lie at the entrance into the gulf or bay, to go into the road of Mozambique. To go in there steer away from St. John de Nova at N. W. by N. and pass this and the other small island of St. George, so as to leave them on the larboard side, keeping in from 6 to 7 fathoms water.

JAMES Island, in Baffin's Bay in N. America, is in lat. 71 deg. 40 min. N. and long. 57 deg. 30 min. W.

JAMES Island, in the northern countries of North America, of which Cape Bedford is the most southerly point in lat. 68 deg. N. See *Cape BEDFORD*.

JAMES Island, within the N. channel on the coast of S. Carolina, on the S. side of Ashley River, and nearly due S. across the mouth of that river from Charles Town. It is the innermost of the islands westward, round which is the Stono River or Inlet, which communicates to the southward with the N. and S. Edisto channels.

JAMES Island in the straits of Maghellan, is in mid-channel between the two shores, and the second from the eastward of a range of islands on the S. side of the northern channel called Royal Reach. Charles Island is to the eastward, being the first of them, and Monmouth Island, which is the third of them, to the westward. There is a sound which runs off into the land of Terra del Fuego, opposite the two former islands, nearly to the S. at the entrance into which is a small island.

St. JAMES Islands, called the Greater and Lesser, two of the Virgin Islands to be called in the W. Indies. They are situated in the King's Channel to the E. of Tortola, and W. of St. Thomas; and

betwixt the latter and these islands is St. James's Passage.

St. JAMES's Passage, a channel of the West Indies, among the Virgin Islands, for which see *St. JAMES Islands*.

JAMES River, which is sometimes called Pouhatan River, belongs to Virginia in North America, which, after a considerable course, falls into the bay of Chesapeake about 40 miles to the E. of James Town, and is navigable for ships of any burden. It is the southern river within Cape Henry, and runs up from thence nearly due W.

JAMES Town, on the N. shore of James River in Virginia, is situated on a peninsula about 42 miles above its mouth. The place is not very comfortable, and the water near it is brackish, which is productive of slow and intermitting fevers. It is in lat. 37 deg. 36 min. N. and long. 76 deg. 0 min. W.

JAMGAMY Island near the coast of Madagascar Island in the Indian or African Ocean, is near the channel of Mafseleige Island to the N. E. from the River Maraponi. To go into Mafseleige, keep to this island of Jamgamy, where there will be from 7 to 12 fathoms water; but between the island and the main there is no passage, as there is not more than 3 and a half to 4 feet water.

JAMOUR River, sometimes called JAMUR, is a river of Africa, which falls into the gulf of Guinea, on the W. coast of that extensive country, in the North Atlantic Ocean. It is there called the coast of Benin, and is said to be nearly opposite to the N. end of the island of Fernando, its mouth being in lat. about 3 deg. 20 min. N. and long. 11 deg. 20 min. E.

JAMPODEN, in the island of Celebes or Macassar in the Eastern Indian Ocean, is said to have a port or harbour, which is the most capacious of any to be found in that part of the world; but whether it is now known by a different name, as no such place is laid down in our modern charts or maps, we are not informed particularly, and therefore cannot ascertain in what part of the island it is situated. On the W. coast of this island, near the opening of a bay, we meet with Fort Zodan, which very probably may be built as a protection to the harbour; but on this subject we forbear to speak positively.

Rio de JANEIRO, or JANEIRO River, on

on the coast of Brazil in South America, in the province of the same name, rises in the western mountains, and, after a considerable course to the eastward, falls into the South Atlantic Ocean, in lat. 22 deg. 54 min. S. and long. 42 deg. 44 min. W. In coming from the N. E. it is usual to make Cape Frio, which is full 20 leagues nearly due E. from this harbour. The land is very remarkable on this coast, especially near the river's mouth, where ships that come from the eastward will first make 3 small islands that stand off from the land. A particular high craggy land, with a very high sugar-loaf, will also be discovered, leaning a little towards the S. W. on the N. end of the high land; for this, when ships come along the coast from the eastward, if they are bound in, all ships must directly steer. At the E. point or starboard side of the entrance to the harbour, is the fort of Santa Cruz, at the distance of a mile only from the larboard point within the Sugar-loaf. As soon as a ship comes opposite to this hill, she is past all danger. Ships may go in here with the sea breeze from 10 or 12 o'clock till sun-set, before the wind.

There are two small rocky islands near to each other, and only about 4 miles from shore, in approaching the entrance from the E. The island of Rodonda is 2 leagues and a half from the bar or mouth at S. by W. and there are two others at the distance of 3 leagues from the other two, that are also near each other, just within the western point of the bay, and very near the shore. There are soundings from off the Sugar-loaf Hill to the bar in from 15 to near 8 fathoms; and to go in, be not covetous of weighing too soon, if the tide is not favourable, for the sea breeze will be 2 or 3 hours in getting up to the town within the harbour. Ships standing in on a wind, by keeping Santa Cruz or the starboard point close on board, will sometimes get in without tacking. It is 3 or 4 miles to the N. 15 deg. 30 min. W. from the bar to the end of the large island of St. Sebastian's Town, and no danger in the way, as the islands on each side, which may be seen, are steep. The Portuguese pilots pretend that there is a sunken rock, with only 6 feet water at the ebb, off the Sugar-loaf Point, but English ships have sounded it, and found every where 15 fathoms, without meeting with any such rock. They also say, that

there is a reef of sunken rocks on the starboard side before a ship reaches Santa Cruz Point, but in vain have the English here sounded, and no such rock has been found; every where not less than 10 fathoms water, and the boat on the weather-bow never so little as 9 fathoms.

It is to be noted that there is a regular tide here of 7 hours and about 3 quarters ebb, and of 4 hours and about a quarter flood, with little or no slack; which runs at the rate of 3 knots and a half or 4 knots an hour. It ebbs and flows in the direction of N. E. and S. W. and is high water on full and change days at half past 4 o'clock; but the rise of the tide is very inconsiderable, so that they can have no docks here, but are very expert in heaving down ships for repairing and cleaning. The principal river runs away at N. E. by N. in which are several small islands; and 2 or 3 other rivers join it, so as to cause a variety of tides up at the town.

At the entrance into the harbour, the water is much deeper than it is either inside or outside. There is 20 fathoms almost close to Santa Cruz, though the soundings within are regular from 8 to 15 and 16 fathoms; and there is but 8 fathoms just without the point, but very regular from that to 23 fathoms. When Flat and Round Islands come in one, at W. by S. there is 25 fathoms and soft ground; and when the Sugar-loaf is at N. W. and the middle of Flat Island at S. W. by W. there is 22 fathoms and fine soft ground. In general, the tide appears to be governed chiefly by the wind, setting in with the sea breeze, and out with the land wind.

It is recommended, as soon as a ship is within Santa Cruz Point, to steer N. by W. half W. and N. N. W. more than a league, till she has got the length of the great road; and then N. W. and W. N. W. a league more will carry a ship to the Island de Cobras. Keep the N. side close on board, and anchor above it before a monastery on a hill at the W. end of the city.

JANISARI Cape, is a point of land on the Asiatic Shore, which forms the eastern entrance into the straits of Constantinople from the Archipelago sea, from whence the coast trends away nearly S. along the E. shore of that sea to Cape Bababera.

JANKSELON, probably what is after-

wards mentioned under the name of JUNKSEYLONA, which see.

JANQUE, or *Sinquell* JANQUE, is a point of land within the Eastern Indian Ocean, 10 leagues to the N. from the River Cambodia, in lat. about 11 deg. N. It is a high cape, and may be seen to the distance of 10 leagues at sea. All ships which design to run between Aberlo's Shoals and the main make this point; and may sail as near to it as they please in from 5 to 6 fathoms. They may even anchor under the point itself in northerly winds, and get good fresh water and provisions there. Sandy downs and small islands on the shore stretch a great way northward, and then the land pushes out to N. E. and E. near 20 miles, as far as Sattinburgh.

JAOLI River, on the W. coast of Africa, is to the S. E. from Cape Verde, and near three-fourths of the way to the nearest mouth of the River Burfalle. It falls into the N. Atlantic Ocean, in lat. about 14 deg. 5 min. N. and long. 11 deg. 6 min. W.

JAP Island, is one of the small islands of the Maldives, and in the southernmost groupe, and easternmost branch of the three clusters into which those islands are divided. Its lat. appears to be about 5 deg. 50 min. N. and long. 71 deg. 15 min. E.

JAPAN Islands, are situated to the eastward of China, in the North Pacific Ocean, between 30 deg. and 40 deg. of N. lat. and from 136 deg. to 144 deg. of E. long. and are so named from the largest of them, which is called Japan, and sometimes Nippon, and is 600 miles long, and from 100 to 150 broad, the capital of which is Jeddo. Sacock is the second island in magnitude, which is about 500 miles in circumference, and is separated from the preceding only by a very narrow channel, having Bongo for its capital. Tonfa is the third island in magnitude. All these are surrounded by a great number of smaller islands; and they are all subject to one sovereign or emperor, who has 50 or 60 vassal kings under his dominion, whom he can depose or punish at pleasure. No christians have been permitted to settle in Japan for more than an hundred years past, on pretence of a conspiracy which the Portuguese had formed against the government. The Dutch alone have since been permitted to traffic there, after positively denying that they were christians; of whom

also the Japanese are still so jealous, that upon the arrival of any of their ships, the guns, sails, and rudders, are all carried on shore, where they continue until the ships are ready to sail. Hither the Dutch carry spices, sugar, silks, woollen, and linen manufactures, elephants teeth, and haberdashery wares; from whom they have in return, gold, silver, fine copper, cabinets, and other curious Japan works, and lacquered ware.

JAPANESE Archipelago, is a name sometimes given to the Japan Islands, mentioned under the preceding article. It is ascertained that a ship in lat. 40 deg. 5 min. N. and long. 142 deg. 28 min. E. will be within 3 leagues of land, and that there are soundings of 58 fathoms with a bottom of very fine sand, at only 2 leagues distance from the land. A N. point of land is also known to lie in lat. 40 deg. 27 min. N. and that the variation off it was only 15 min. E. in 1779; whereas in 5 deg. of lat. more N. and about 13 deg. of long. more E. it was 4 deg. 30 min. E. with a gradual difference between those situations. It is likewise known that a ship in lat. 38 deg. 16 min. N. and long. 142 deg. 9 min. E. will have land at about 5 leagues distance from the W. to N. W. and the variation then was 1 deg. 20 min. E. This part of the ocean is still but very imperfectly known to Europeans; and consequently the islands which form the Archipelago.

JAPARA is a town in the island of Java in the Eastern Indian Ocean, with a good harbour, at the distance of 82 leagues to the E. from Batavia. It has a good harbour, and was formerly a place of some importance. It is in lat. 6 deg. 35 min. S. and long. 111 deg. 7 min. E.

JAPPANO Island is one of three small islands in the gulf of Venice, of which St. Augustine and Mesa are the other two. Of these the former is probably the same which is known by the name of Agofta. See AGOSTA.

JAQUES Cape, on the coast of Chiampa, to the eastward of the E. mouth of Cambodia River, and the E. point of a bay, of which the point of that river forms the W. limit. It is in lat. 10 deg. 40 min. N. and long. 107 deg. 30 min. E.

JAQUET Cape, in the gulf of Cutch or Scindi, is the S. point of the opening of that gulf, on the coast of Guzurat,

and in the N. E. angle of the Arabian or Indian Ocean. It is situated in lat. about 23 deg. N. and long. 68 deg. E.

JARDRINTES Bank, on which is a small island, is near the entrance into the River Loire on the W. coast of France. In sailing for St. Nazaire, on the N. shore of that river, it is proper to run in by that shore till a ship is without this bank, and then to edge off to the middle of the river. Under the article of Loire, we shall give particular directions for sailing into this river from the sea. See LOIRE.

JAREK Island, is an island situated to the southward of the Island of Ormus, at the mouth or entrance into the Gulf of Persia, and nearly in a line from it to Cape Mussendom, which forms the larboard point of the turning towards the gulf. See LARACK.

JARROE Point, in the Straits of Malacca, is at the distance of 20 leagues due E. and W. with Parcelare Island, and the hill of Parcelare also stands on the main land of Malacca on the E. It is laid down in modern charts in lat. 4 deg. N. and long. near 100 deg. E.

JASK Cape, at S. S. E. from Gombroon and the Island of Ormus, is the starboard point of the Narrows, where the coast of Persia begins to turn up short towards the mouth or entrance into the Persian Gulf, and is situated in lat. 25 deg. 35 min. N. and long. 57 deg. 20 min. E. The coast the other way is nearly due E. from this cape. See JASQUES.

JASON'S Islands, are a part of the islands so called which surround the Falkland's Islands, in the S. Atlantic Ocean. They are small, and lie off at some distance from the two principal islands.

JASQUES Cape, or JASK, has a road near it, the E. point of which is very low land and not easy to be seen at a distance, or to be known when it is seen. In coming from the eastward from Cape Goadel or Guadel, there is a very great round mountain about 8 leagues short of it, known by the name of Ehowers, with a swamp and trees on the middle of it in a very unusual and singular manner. It stands within the land, but as it can be seen all the way along the coast to a proper offing, a direction is thereby formed to know the situation of the coast.

It must be observed that on the E. point of the bay there is a pagoda or little idol house, and on the cape itself a white

square rock like a tomb-stone; but this cannot be seen by ships at anchor in the road. There is no impediment to a ship's running right into the road, where is anchorage in from 4 to 5 fathoms off the low point, or when a gap in the doubling of the land bears N. N. E. which the E. point of the bay will also, and is the mark for the best of the road. There is a river about 5 miles to the northward of Cape Jalques, into which ships that draw no more than from 10 to 11 feet water may run, as a good haven, being as secure as a wet dock; and when a ship is in, there is 4 fathoms and a half at low water, but the entrance is barred so as to have only 5 feet at low water, and the tide does not rise above 7 feet. In going from this cape to the eastward, give the Indian shore a fair birth. See JASK.

JASSO Gulf, near the extreme N. E. part of the Asiatic part of the Mediterranean, is due W. from the Gulf of Scanderoon, and N. W. from Alexandretta. All these indeed are comprehended in, and may be considered as branches of one gulf, that is formed by the projection of the land on the W. by S. from Alexandretta, and the peninsula on the S. and S. W. of this Gulf of Jasso. The peninsula is shoal along its S. coast, and should have a moderate offing, if ships should ever desire to go in here, till the E. point of the peninsula is fairly open into the gulf, at an equal distance between it and the point on the southward from the E. shore. There is then no danger, if attention be paid to the currents which run here, and that must from the situation of the coast form a bubbling and race, that require considerable caution.

JAVA Head, a remarkable point so called near the N. W. part of the Island of Java, in the E. Indies, which forms a direction for sailing through the Straits of Sunda, and is in lat. 6 deg. 49 min. S. and long. 106 deg. 50 min. E.

JAVA Island, in the E. Indies, is an extensive island of the eastern Indian Ocean, situated from 5 to 8 deg. of S. lat. and between 102 deg. and 113 deg. of E. long. From W. to E. it is about 240 leagues in length, and from N. to S. about 35 in breadth. The capital of the island is Batavia. The Dutch keep a powerful fleet in the ports of this island, which command all the coasts of Asia and Africa, and give laws to all European nations

nations that trade in those seas; whom they will not suffer to carry on any commerce with the E. Indians till leave for that purpose has been solicited and obtained. Though the middle of the island is mountainous, it is level towards the coast, and full of morasses, except near Batavia, Bantam, and other Dutch settlements.

The Straits of Balli, between this island and Balli, are at the E. end, and the Straits of Sunda, between the N. W. part and the large Island of Sumatra, are to the N. W. See BANTAM. The coast is very dangerous in December from prevailing westerly winds, which become changeable in February, with casual storms of thunder and lightning; but the sky is serene from May till November, at which last period are violent rains. The variation near this island is considerable; being only 30 min. W. off Madura, at the N. E. part of the island, and 25 min. W. near Batavia. The N. coast has a great many commodious creeks, bays, harbours, and towns, with many small islands near the shore. It has very high mountains, which reach to the clouds, and particularly the Pepper Mountain on the S. side of the island.

JAVA Island, the LESSER, so called, to distinguish it from the greater, sometimes called BALLY, is to the eastward of Java the greater, and separated from it only by a narrow strait or channel.

JAVA Strait, is a name which is sometimes given to Bally Strait, bounded to the W. by the E. end of the island of Java. See BALLY Strait.

Basse JAUNE, a shoal so called, on which are some rocks that may be seen at low ebbs, is about 3 miles to the W. from Cape Glenan on the W. coast of France, and about 4 miles from the main. This ought to be carefully avoided in sailing southward into the bay, in the fairway between the islands of Glenan and the main. There are also several rocks and shoals between *Basse* Jaune and the main for 2 miles distance from the shore; but without them, at the distance of about a league from shore, there is a clear channel to sail to the eastward, and when a ship is past the Island Verte, it is all good clean ground within a mile or half a mile of the shore, and 10, 12, or 14 fathoms all along shore to the island of Groa.

IBACABAL River. See BILBOA.

IBARRI River, on the coast of Africa, falls into the gulf of Guinea between Foulæn and Jackeyn, or, which will be better understood, between Cape da Monte on the S. W. and Whidah on the N. E. in lat. about 5 deg. 15 min. N. and long. 3 deg. 15 min. E.

IBBERVILLE Pass, is a channel so called in the River St. Lawrence, on the S. side of the Island de Coudres, about half way from the port of Tadoussac to Quebec, or about 15 leagues from each. It has been observed that this is a much better channel than that on the N. side of the island, though it is customary for ships to pass by that channel, however contrary to reason and prudence.

ICE Bay, in about the lat. of 62 deg. and 3 quarters, to the N. W. from Frobisher's Straits, is on the N. side of a round land which is there conspicuous on the coast, and at S. by E. from Hope Haven.

ICE Cove, in the N. part of North America, is in lat. 62 deg. 20 min. N. and long. 69 deg. 5 min. W. in the E. part of Hudson's Straits, and has high water on full and change days at 10 o'clock. It appears to be the same place with what has been mentioned under the name of Ice Bay.

ICELAND Island, which lies in the northern part of the Atlantic Ocean, is said to extend from 63 deg. 15 min. to 67 deg. 15 min. of N. lat. and from 10 deg. to 25 deg. of W. long. From E. to W. it is said to be about 720 English miles and 360 in breadth from N. to S. Cape Heri, to which place ships may be conducted by Danish pilots, will afford safe anchorage, though the coast is almost every where rocky and forbidding. It is surrounded by vast quantities of ice, which render it more inhospitable than even Greenland or Siberia. What is very extraordinary, in so extremely cold a climate, is its being particularly subject to earthquakes, and so full of volcanoes, that the small part of the island which has any appearance of being habitable, is almost wholly laid waste by them. The principal of these volcanoes is called Hecla, which perhaps is one of the most violent and furious in the whole world; but these volcanoes always give notice of an approaching eruption, and scarcely ever throw out their fire unexpectedly. A continual rumbling noise is heard for several days, and many fiery meteors are observed,

and in the N. E. angle of the Arabian or Indian Ocean. It is situated in lat. about 23 deg. N. and long. 68 deg. E.

JARDINTES Bank, on which is a small island, is near the entrance into the River Loire on the W. coast of France. In sailing for St. Nazaire, on the N. shore of that river, it is proper to run in by that shore till a ship is without this bank, and then to edge off to the middle of the river. Under the article of Loire, we shall give particular directions for sailing into this river from the sea. See **LOIRE**.

JAREK Island, is an island situated to the southward of the Island of Ormus, at the mouth or entrance into the Gulf of Persia, and nearly in a line from it to Cape Mussendom, which forms the larboard point of the turning towards the gulf. See **LARACK**.

JARROE Point, in the Straits of Malacca, is at the distance of 20 leagues due E. and W. with Parcelare Island, and the hill of Parcelare also stands on the main land of Malacca on the E. It is laid down in modern charts in lat. 4 deg. N. and long. near 100 deg. E.

JASK Cape, at S. S. E. from Gombroon and the Island of Ormus, is the starboard point of the Narrows, where the coast of Persia begins to turn up short towards the mouth or entrance into the Persian Gulf, and is situated in lat. 25 deg. 35 min. N. and long. 57 deg. 20 min. E. The coast the other way is nearly due E. from this cape. See **JASQUES**.

JASON'S Islands, are a part of the islands so called which surround the Falkland's Islands, in the S. Atlantic Ocean. They are small, and lie off at some distance from the two principal islands.

JASQUES Cape, or **JASK**, has a road near it, the E. point of which is very low land and not easy to be seen at a distance, or to be known when it is seen. In coming from the eastward from Cape Guadel or Guadel, there is a very great round mountain about 8 leagues short of it, known by the name of Ehowers, with a swamp and trees on the middle of it in a very unusual and singular manner. It stands within the land, but as it can be seen all the way along the coast to a proper offing, a direction is thereby formed to know the situation of the coast.

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observed, that are sometimes accompanied with concussions of the earth; and it is to be noted, that those mountains which are most covered with ice burn the most violently, probably because the apertures are stopped up and the vapours more confined. Prodigious quantities of ice are frequently brought hither by violent E. winds from the Polar Seas, so as to destroy vegetation entirely, and fill up all the gulfs on the N. W. side of the island, besides covering the seas as far as the eye can reach.

ICE Point, on the coast of Nova Zembla, in the Frozen Ocean, is in lat. 77 deg. 40 min. N. and long. 69 deg. 10 min. E.

ICE Sound, in Greenland, is in lat. 78 deg. 13 min. N. and long. 12 deg. E.

Port ICH, is one of the numerous ports on the coast of Nova Scotia, in N. America, to the S. W. from Cape I'Heve, towards the S. W. extremity of that country.

ICOLMKILL or **JONA** Island, in the Hebrides of Scotland, is situated near the S. W. point of Mull, and is about 3 miles long and one broad. It is fertile and has a small village on it; but it is more especially noted for the ruins of an august monastery and cathedral, which are said to have been founded by St. Columba. Three royal chapels or cemeteries are here to be seen, in which several of the ancient kings of Scotland, Ireland, and Norway, were buried; and in ancient times the archives of Scotland, and many valuable manuscripts, were kept here.

ICY Cape, in the northern Frozen Ocean, is to the northward of Beering's Straits, on the coast of America, in lat. 70 deg. 20 min. N. and long. 161 deg. 40 min. W. The variation of the compass in this sea has been found to be 35 deg. 1 min. E.

ICY Sea, is the northern Frozen Ocean to the northward of the straits which separate the E. point of Asia from the W. point of America.

IDEBANKS, on the coast of Sweden, are situated in the way between the N. end of Oeland and Bar Sound, which are 15 leagues asunder, keeping a course of N. by W. but not on any account more northerly, for fear of these banks; consequently they will be left on the starboard. It is a great rock that is sur-

rounded with other rocks, and especially on the N. side, some of which appear, and others are under water. They give name to Idesound, which is 8 leagues at N. W. from Oeland. Sometimes they are called **IDEHOE** or **IDHOE**.

IDESOUND. See **IDEBANKS**.

IDLEN Island, is one of the two islands of which Hammerfast is the other, that is left on the starboard by ships running through Suyer Sound within Surroy, towards the N. Cape of Lapland. See **HAMMERFAST**.

IDONES or **LIANES**, on the N. coast of Spain, is a tide haven about 2 or 3 leagues to the W. from St. Vincent. There is a middle place of Sand on the W. side of the haven, and ships must go in on the W. side of that. It is 5 leagues to the E. of Riode Sella.

IDSEGAHUUSEN, on the E. side of the Zuyder Zee, is one of two little steeples to the northward of Boliwart, which form one of the old marks for the West Worcum Buoy.

Cape St. JEAN, is the S. W. point or promontory of the Island of Candia, in the Mediterranean Sea, situated in lat. 35 deg. 10 min. N. and long. 23 deg. 55 min. E. It is now more usually called by its English name of **Cape St. JOHN**.

St. JEAN DE LUZ, is a town of Gascony, in France, situated at the mouth of the little River Ninette, near the borders of Spain, about 4 leagues to the E. of Fontarabia, and 5 leagues to the S. W. from Bayonne. It is a sea-mark upon the coast in the bottom of the Bay of Biscay, in lat. 45 deg. 41 min. N. and long. 1 deg. 34 min. W.

St. JEAN, is a large and fine river of N. America, in Acadia, famous for its salmon fishery, which is more usually known by the name of **St. John's**. See **St. JOHN'S** River.

St. JEAN D'ULLOA or **D'ULHUA**, is an island so called on the W. side of the great Gulf of Mexico, in lat. 20 deg. 20 min. N. and long. 101 deg. 15 min. W.

JEDDERLAND, on the coast of Norway, is 6 leagues from Sirowack, steering 2 leagues at N. W. by N. and then 4 leagues at N. This is a good coast and clear, excepting a small reef of sand to the N. W. of the rock called the Veetstone, which is about 2 leagues from the shore.

JEDDO Bay, or **YEDO**, is a large and spacious bay at the S. E. end of the Island of Japan or Nippon, the largest of the Japanese Islands, in the Oriental or N. Pacific Ocean. It extends northward far into the Island, nearly in the form of a triangle, and reduces the S. E. part of the island to a peninsula. On the S. side of this bay, the capital of the island called Jeddo, is situated in lat. 36 deg. 20 min. N. and long. 139 deg. E. But we have accounts which state the lat. to be only 35 deg. 39 min. N. and the long. 141 deg. 27 min. E.

JESSE Islands, are a groupe of islands in the Oriental Ocean, which are known to the Japanese by this name, and which probably are the same as the Kurile Islands.

JEKYL, is a small town which is situated at the mouth of the River Alatamaha, on the coast of Georgia, in N. America, on which there is a castle. See **ALATAMAHA**.

JEKYL Sound, is a small Bay of St. Simon's Island in the mouth of Alatamaha River in Georgia, on the coast of N. America. Here is good and safe riding for 10 or 12 ships of 40 guns each, which is defended by the castle and battery.

JELLEFORD, on the coast of Norway, is about 4 leagues to the southward from Harle Island, and 20 leagues at S. S. W. and S. by W. from the S. point of Stad Land, the coast between being all the way broken land and islands, within which small vessels may sail. It is recommended to ships from the S. or S. W. to run into the lat. of Bergen, keeping off at sea without the islands, and then to run in for Jelleford, leaving Aland on the larboard side; and by getting in between that and the Reef Stone, to go up to Bergen, which will be in sight.

JELOUZEL Straits, is a name given in some charts to a passage into the Straits of Maghellan, from the S. coast of Terra del Fuego Island. It is something more than 4 leagues at E. by S. from the S. E. point of the Bay of St. Barbara, to which Capt. Cook gave the name of Desolation Cape. It is the second inlet from the cape to the eastward, and may be readily known, as the first in this direction from the cape; there is also an island near the entrance. The channel of St. Barbara falls into the Strait of Maghellan, nearly opposite to James's

Island, on the S. side of Royal Reach, and though there is no absolute certainty; it is highly probable that this strait falls into the channel of St. Barbara on the E. side, a considerable way before it joins the Straits of Maghellan. But if this be not the case, it must then join the strait considerably to the eastward, opposite to Cordes Bay in English Reach. Cape Desolation is somewhat more than 4 leagues to the westward of the opening of the straits.

JENDE Lake, is one of the numerous lakes of Sweden, belonging to Finland, and having a communication with the N. coast of the Gulf of Finland, by means of a river.

JENISA River, is a river of Asia, in the dominions of Russia, which has a considerable course from S. to N. till, after passing through the western part of Siberia, it falls into the Frozen Ocean to the eastward from Obys River. It is very large, especially towards the N. part of it, and is navigable for large vessels as far up as to Awamskoe, where it meets the river Pisida. It consists of the united streams of Ulukem and Brickem; after which junction the course is almost due N. till it forms a large bay or lake in the lat. of about 70 deg. N. in which lake are several islands. In its long course it receives many rivers, and is generally rapid; and it has a rocky and sandy bottom, with some waterfalls.

JENNY, or **BLACK BUOY**. See **BLACK BUOY**.

Swedes **JEOPFER**, is a very high and great rock, something like the Outlookers, but much higher, in the passage out of the Island of Calmar, between the N. end of Oeland, on the coast of Sweden, within the Baltic and the main. It may be seen off at sea a great way to the eastward of Oeland, quite over the island, where it looks like a hill upon the island. It is not proportioned in compass to its height, and it is clean about it, so that ships may anchor near it in from 18 to 20 fathoms.

JEORBY Point, is at the N. W. part of the Island of Man, in St. George's Channel, or the Irish Sea, off the town of Kirk Patrick, and nearly due E. from Strangford Lake, on the E. coast of Ireland.

Cape JEREMIAH, or **JEREMY**, is a little to the S. W. from the mouth of the

the River Hayna, on the S. coast of the island of Hispaniola or St. Domingo in the West Indies. It is to the westward of the river of St. Domingo or Ozama River, so called from one of its streams, which are numerous, and unite their channels before their influx into the ocean.

St. JEROM's Bay, is a large and convenient bay of that part of New Spain, known by the name of Costa Rica, to the eastward of which is another called Caribaco near the frontiers of Veraguas. Both these are on the N. sea, or the N. W. angle of the Caribbean Sea in the West Indies.

St. JEROM's Channel, is a passage out of that part of the straits of Maghellan called Crooked Reach on the N. shore of the straits, into Indian Sound on the same coast. Little Harbour is at the E. point of this entrance, which runs in at N. N. W. It there forms a sound, in which is good anchorage.

St. JEROM's Point is at the W. side of the entrance into St. Jerom's Channel, to the W. of which on the N. shore is Island Bay at the distance of about 3 leagues.

St. JEROM's Sound. See *St. JEROM's Channel*.

JERSEY Island in the English Channel, is about 6 leagues to the W. of the coast of Normandy in France, that coast there trending nearly due N. and S. and about 28 leagues to the S. of Portland on the coast of Dorset in England. The length is about 12 miles, and the breadth 6; but it is surrounded by rocks and quicksands, which form a natural defence to it. The cliffs on the N. side are from 40 to 50 fathoms high, and render it totally inaccessible on that side; but the shore on the S. side is almost level with the water. The coast of this island is very subject to storms by westerly winds, from which they have no land to shelter them; and there is a vast chain of rocks about the island, among which the tides and currents are so strong and rapid, that the navigation is extremely dangerous to those who are not perfectly acquainted with the coast. They send a considerable number of ships annually to Newfoundland, from whence they proceed to the Mediterranean to dispose of their fish. There is a large tract of land in the W. part of the island that is entirely barren and desert, which was once very

well cultivated and in a good state of fertility; this change has been occasioned by the prevalence of westerly winds, which have thrown up vast quantities of sand from the bottom to the top of the highest cliffs.

This island is about N. by W. at the distance of 8 leagues from St. Maloes, and S. W. by W. 6 leagues from Cape la Hague or Hogue, and the same distance of 4 leagues at S. E. from the island of Guernsey. Round towers, with embrasures on the tops for small cannon, and loop-holes on their sides for small arms, have been built on this island at all the accessible places on the coast, since the year 1781; at which time it was surprised by a body of French, under the Baron de Rullecourt, who paid dear for their rashness, being every one killed, wounded, or made prisoners, though with the loss of some lives, particularly of the gallant Major Francis Pierson. The entrance to these towers is by a door so high up in the wall, as to be out of the reach of man, and are to be ascended by a ladder, to be drawn up when the defendants are got safely within the buildings. In many places are pieces of large cannon mounted, with storehouses near them for powder and ball.

There are good roads at divers places round the island, and anchorage all along the N. side in 10 or 11 fathoms water. At the N. side near the W. point are some great rocks, a good way distant from the shore, called the Pater-nosters or Pierres de Leck; and there are also many rocks a great way off into the sea, at the S. W. point. To the northward of these last, between them and the westernmost point on the W. side of the island, is anchorage in divers places, in 10, 11, and 12 fathoms water; and at the E. side of the island there is a good road for N. and N. N. W. winds. Catharine's Bay, which is to the northward of Mount Orgueil Castle, on the E. shore, is a very good road also for westerly winds. This island may be generally laid down, as in lat. 49 deg. 7 min. N. and long. 2 deg. 11 min. W. and has high water on full and change days at half past 12 o'clock.

JERSEY, or *New JERSEY*, is one of the states of North America, possessing a part of the coast, from the southward of the channel of New York, commencing

menting at Sandy-hook to Cape May, or the N. cape of the River Delaware.

NEW JERSEY Island, one of the Queen Charlotte's Islands in the South Pacific Ocean, commonly known by the name of Lord Howe's Island. See **LORD HOWE'S** Island.

PORT JERVIS, so named in honour of Sir John Jervis, on the coast of New Holland or New South Wales, is in lat. 35 deg. 12 min. S. and long. 151 deg. E. It has good anchoring ground, and a fine depth of water within a harbour that is a mile and a quarter broad at the entrance, and forms a basin of 5 miles wide within, and of considerable length. To the southward of the harbour at a small distance is a hilly country, but it is flat near the sea. It is not certain whether it has any fresh water near it, which has not been found by the ships which have visited this port; but no great search has been made to ascertain this matter, as it was not much wanted.

JESO or **JESSO** Islands. See **JESSO**, and **KURILES**.

JESSO, **JEDSO**, or **YEDSO**, is a large island of Asia, which is N. from the island of Nippon, and is governed by a tributary prince who is dependent on the empire of Japan.

JESSORE River, which was heretofore called the Channel Creek, is in the River Hughly in the East Indies, to which heretofore the Gillingam Sand only extended; but we are informed that it now extends much lower. That sand has but little water on it at the ebb, but it shoals very gradually, so that ships may edge off from it as they find occasion, and be always able to fetch close under the eastern shore of the main river, for at least a mile and a half before they come up to Jeffore River, the channel of which lies close aboard of the main land on the starboard. This shore must not be left till a ship has passed the river of Rongoufoula, or river of Rogues, which lies in the bight about half way between this river of Jeffore and the river of Culpe. Then stand over for the middle of the grove on Buffalo Point at N. N. W. and there anchor, as there is good riding in 5 fathoms and a half or 6 fathoms on the N. E. side. See **RONGOUFOULA** and **GILLINGAM**.

JESUIT'S Point, on the S. shore of the River St. Lawrence, is below the city of Quebec, at a small distance only,

and serves to form the road of Quebec.

JETRAPATAM, in the island of Ceylon. See **JAFREPATNAM**.

JETTING, is one of the channels off the W. end of the Schelling Island before the N. opening of the Zuyder Zee. On the side nearest to the Fly Island there are several sands, between which are channels, but narrow. To sail into the Jetting through the Robbe Gat or Channel, near the Rosyne Plat or Sand, run in southerly towards the buoy of the Long Sand between the black and white buoy, leaving the black on the larboard, till a ship comes to the beacons, on the Nakens. The buoys may be seen from one another. Then go out by the beacons at E. S. E. till Brandaries comes nearly on with, but not right on with Grind Island; run on southwards, so as to keep them there to the first buoy on the tail of Hendrick Jaert's Plat. Leave these on the larboard side, and run on S. S. E. to the last buoy, which lies on the S. point of the plat.

JEURTMAN'S House, on the island of Silt, is a mark with the point of List for running into the channels of the German Coast to the N. E. from Holy Island, called the Silter Deep.

IFF Island, on the S. coast of France, in the Mediterranean, is the most easterly of 3 islands that are situated before the harbour of Marseilles.

IGELBOECK Buoy, in the Zuyder Zee, is nearly abreast of Mackum on the E. shore, and a little only to the S. of W. It is the mark for the eastern side of the main channel, having the buoy of the Middle Ground on the N. and that of West Worcum on the S. On the W. side of the channel are beacons along that side of the Bree Sand, with from 4 to 7 fathoms in the channel. The thwart marks are, to get a little spire steeple with the first long village to the northward of Worcum called Geest; and when that steeple comes in the innermost swamp of the long village, a ship will be thwart the buoy of Igelboeck. The longest marks are, the spire steeple of Pingom over the square steeple of Coorenwaert at the water side, and Pendragon over the little house to the northward of the village with the swamp; or when the mill of Staveren comes between the town and the black house.

ILAY Island, on the N. of Ireland, otherwise

otherwise called Scots Island. See CLAGGENCARROCK.

ILAY Point, on the W. coast of South America, on the South Pacific ocean, on the coast of Peru, is 3 leagues at N.W. from Xuly. This place and Chuly were formerly the principal ports for the city of Arequipa, and all the coasts of Penasco; but they have since given the preference to Quilca. To know it, in sailing from Xuly, get the volcano of Arequipa, at N. E. in which direction it lies at the distance of 6 leagues from it. There is anchorage in the bay of Ilay, behind the rocks called the Fenelons de Ilay, where there is good riding, excepting that the water is too deep, being not less than from 40 to 50 fathoms. But these rocks are all bold, and above water, and serve also as marks to know the port by.

ILDEFONSO'S Islands, on the southern coast of the land of Terra del Fuego at the extremity of South America, are situated at the distance of 10 leagues in the direction of S. 37 deg. E. from Christmas Sound. They are about 6 leagues from the main, and in lat. 55 deg. 51 min. S. and long. 69 deg. 21 min. W.

ILDEFONSO River, on the W. coast of Africa, is 5 leagues to the E. of the River Non; and 2 leagues and a half to the E. of this river is Juan Dias River. This river of Ildefonso is about 12 leagues to the eastward from Cape Formosa.

ILFRACOMBE or ILFORDCOMB, on the N. coast of Devon, is noted for the constant lights which it maintains to guide ships at sea, for its great conveniences in building and repairing ships, and for its harbour or pier, which affords secure shelter to ships from Ireland, when it would be extremely dangerous for them to run into the mouth of the Taw, usually called Barnstaple Bay, and the next harbour upon the coast. From these causes it is, that the Barnstaple merchants transact much of their business here, where the trade, and particularly the herring fishery, is very considerable. In the year 1731, an Act of Parliament passed for repairing and enlarging the harbour and pier, which had been much decayed. It has a spacious basin, which is formed by the pier that runs out to some distance, and the height of the tides is such as to permit large vessels to enter the harbour.

The port employs a number of brigs and sloops chiefly in carrying ore from Cornwall, coals from Wales, and corn to Bristol; and a number of skiffs also belong to this place and Minehead, that fish on a bank off the coast during the summer, and take quantities of soles, turbot, and other fish for the Bristol market.

By the late Act of Parliament (of 1795), this port is required to supply 49 men for his Majesty's navy, in aid of 20,000 to be raised throughout the kingdom.

ILHAS DESERTAS, some small barren islands near the island of Madeira, called by English seamen the Deserters.

ILHEOS, is a port town of South America, and the capital of a province of Brazil, in a fine fertile country, in lat. 15 deg. 5 min. S. and long. 41 deg. 25 min. W.

ILLENOIS or ILLINOIS Lake, otherwise called Michigan, is situate in Canada in North America, and has a communication with the great river of Mississippi, through the Lake Huron; hence it is that we have given it a place in this work, as joining that lake on the N. W. by a small channel. It lies between the lat. of 41 deg. and 46 deg. N. and between 88 deg. and 93 deg. W. long. being long and narrow, and about 900 miles in circumference. Ships of any burden may navigate upon it.

ILLGETOS Islands, on the W. coast of Africa, has been noticed partly under CARAVELLAS, which see. But to go to the S. side of these islands from Cape Roxo, go first to the southward into 6 or 7 fathoms, in slimy and soft ground; then will a ship be N. E. and S. W. with the shoal of the S. bank, and, with the flowing tide, may then steer S. S. E. but only at S. eastward if the water is ebbing, according to the appearance of the breaking upon the shoal. A ship may run along by it with her S. easterly tack in 5 fathoms and muddy ground, but if the ground comes hard, keep off to the southward, running on with the same depth of 5 fathoms. From the shoal to these islands it is about 3 leagues at S. E. and when the largest of them comes to the N. W. a ship may run in. There is a bay in the middlemost of these islands, where ships may ride in from 5 to 6 fathoms. Observe a large point full of palm trees with a sandy strand, from which to the eastward is a reef thwart

thwart of the strand. From hence ships may run with a latter ebb to Point Boftas.

ILLOQUE, or *St. Peter de ILLOQUE*, are certain large hills so called, within land, near the coast of Peru in South America, one of which in particular is called the Sugar-Loaf of Guadalupe. See **GUADALUPE**.

ILLUTHERA. See **ELEUTHERA**.

IMMER Island, one of the groupe of the New Hebrides in the South Pacific Ocean, is about 4 leagues at N. by E. half E. from Port Resolution in the island of Tanna. It is situated in 19 deg. 16 min. of S. lat. and 169 deg. 46 min. of E. long.

IMPERIAL, a city of Chili so called, on the W. coast of South America, and on the South Pacific Ocean, has a harbour at the confluence of two rivers, about 27 leagues to the N. from Baldivia, and about 4 leagues to the E. of the South Sea. It is in lat 39 deg. 41 min. S. and long. 84 deg. 12 min. W.

Rio IMPERIAL, or **IMPERIAL** River, is that on which the city of Imperial is situated, on the coast of Chili in South America, and has a good depth of water, and good anchorage in the mouth of it, though it is not so deep very far in. The land here is low, but the bottom is clean and good. From hence to Tucapel is 10 leagues to the N. N. W. and 10 leagues more to the island of St. Mary.

INAGUA Islands, are two islands which are situated in the Windward passage, off the N. W. end of the island of St. Domingo in the West Indies. The greater Inagua, is about a degree nearly due N. from Cape St. Nicolas at the very extremity of that part of the island, is about 3 or 4 leagues in breadth, and extends about 15 leagues at E. by N. The lesser Inagua, is about 3 or 4 leagues due N. from the E. end of the greater Inagua, about 2 leagues in breadth, and 4 in length; this is sometimes called the Lezard. See **HENEAGA**.

INCH CAPE Rock, on the E. coast of Scotland, is about 6 leagues at N. N. E. half E. from the island of May, and 4 leagues at E. half S. from the River Tay. It is also S. E. from the Redhead about 3 leagues and a half or 4 leagues. It is near a mile long and a cable's length broad, and dries 2 hours

before low water; and is particularly to be noted, as the only danger upon all that part of the coast.

INCH CAPE, is the same as Cape Island; for the word Inch, in general, upon the coast of Scotland is another word for island, as Enis or Innis likewise is on the coast of Ireland, and also in some parts of Scotland.

INCH-COLM, is an island of Scotland, which lies in the Frith of Forth, near the coast of Fife, but within the county of Edinburgh. Here are the remains of a celebrated monastery which was founded by Alexander the First, in 1123, in gratitude for his escape on this island from the fury of a violent tempest, and the hospitality of a hermit who entertained him with milk and shell-fish for three days. It was dedicated to St. Columba; whence the island had the name of **INCH-COLM** or **COLM** Island. The shore of the island is bold and rugged, and exhibits several deep caverns, shelving cliffs, and towering rocks.

INCHIN Island on the coast of Chili, or S. W. coast of S. America, is in lat. about 45 deg. 30 min. S. Between the island and main is excellent anchorage in smooth water, and safe against all weather. It has two good coves, where ships may securely heave down, and procure excellent fresh water; from one stream casks in the long-boat may be filled by means of a horse. There is a fine verdure here frequently in winter; and the rivers have excellent mullets, besides which there are very large cockles and muscles on the coast.

INCH KIETH or **KEITH** Island in the Frith of Forth, is a small island nearly opposite to Leith, being about two leagues from the N. end of the island to Leith Road; and the same N. end is about 7 leagues at W. S. W. from the island of May. On the W. side of this island at the distance of about a mile, is a good road for easterly winds in 7 or 8 fathoms; and there is 8 or 9 fathoms to the eastward of the island which is a good road for westerly winds. Though vessels sometimes sail through between the island and the S. shore, it is not to be recommended to strangers. The time of high water from this island along both shores, up to the highland, is about half past 2 o'clock or a little later on full and change days.

INCHMARNOC is a small island of about a mile in length, situated on the S. W. side of the island of Bute on the W. coast of Scotland. On its W. side are vast strata of coral and shells; and its name is derived from a chapel dedicated to St. Marnoc, and called MARNOC'S Island, of which the ruins are still visible.

INDIAN Bar, is a great reef so called which runs off to seaward for 2 leagues and a half at W. N. W. from the high point of Loango on the S. coast of Africa. The River Cacongo is 8 leagues to the southward of it, between Loango and Molcomba. See CACONGO.

INDIAN Cove, a small harbour so called, at the eastern part of an island in Dusky Bay, New Zealand, and in the S. Pacific Ocean, known by the name of Indian Island. It is opposite to the western point of another island in the bay called Long Island. See DUSKY Bay.

INDIAN Creek, near the S. E. part of the island of Antigua in the West Indies, and the next to the eastward from English Harbour, about half a league. It runs into land so as to form a harbour, if it had sufficient depth of water; but it has only 2 fathoms, and therefore is not fit for ships of much draught or burden. The coast from its E. point trends away N. towards Willoughby Bay.

INDIAN Creek, at the E. extremity of the island of Antigua in the West Indies, is near the E. end of Green Island, which runs out to the E. from the S. point of Nonfuch Harbour.

INDIAN Head, on the E. coast of New Holland in the South Pacific Ocean, is near the easternmost part of the land of New Holland, and but a little to the S. E. from Sandy Cape, from which cape the general tendency of the coast is to N. W. a little northerly. It is in lat. 24 deg. 58 min. S. and long. 153 deg. 26 min. E.

INDIAN Island, alluded to before under the article of Indian Cove, is in that part of Dusky Bay, known by the distinct name of Pickersgill's Harbour. The island lies before its entrance from the E. and is known from the other islands by its being so near the shore. There is a passage into the harbour on both sides of this island, but there is the most room on the upper or E. side, taking care to avoid a sunken rock near the main, which may be seen at half ebb, abreast of this island; this may be done, by keeping the

island close on board; and also keeping in good anchoring ground. The channel on the W. side is scarcely twice the width of a ship, but has depth enough; yet ships have gone in that way, mooring head and stern so near the shore as to reach it with a stage. In this situation the branches of the trees will hang over the ships, and afford plenty of wood for fuel and other purposes; and a fine stream of fresh water also runs within 100 yards.

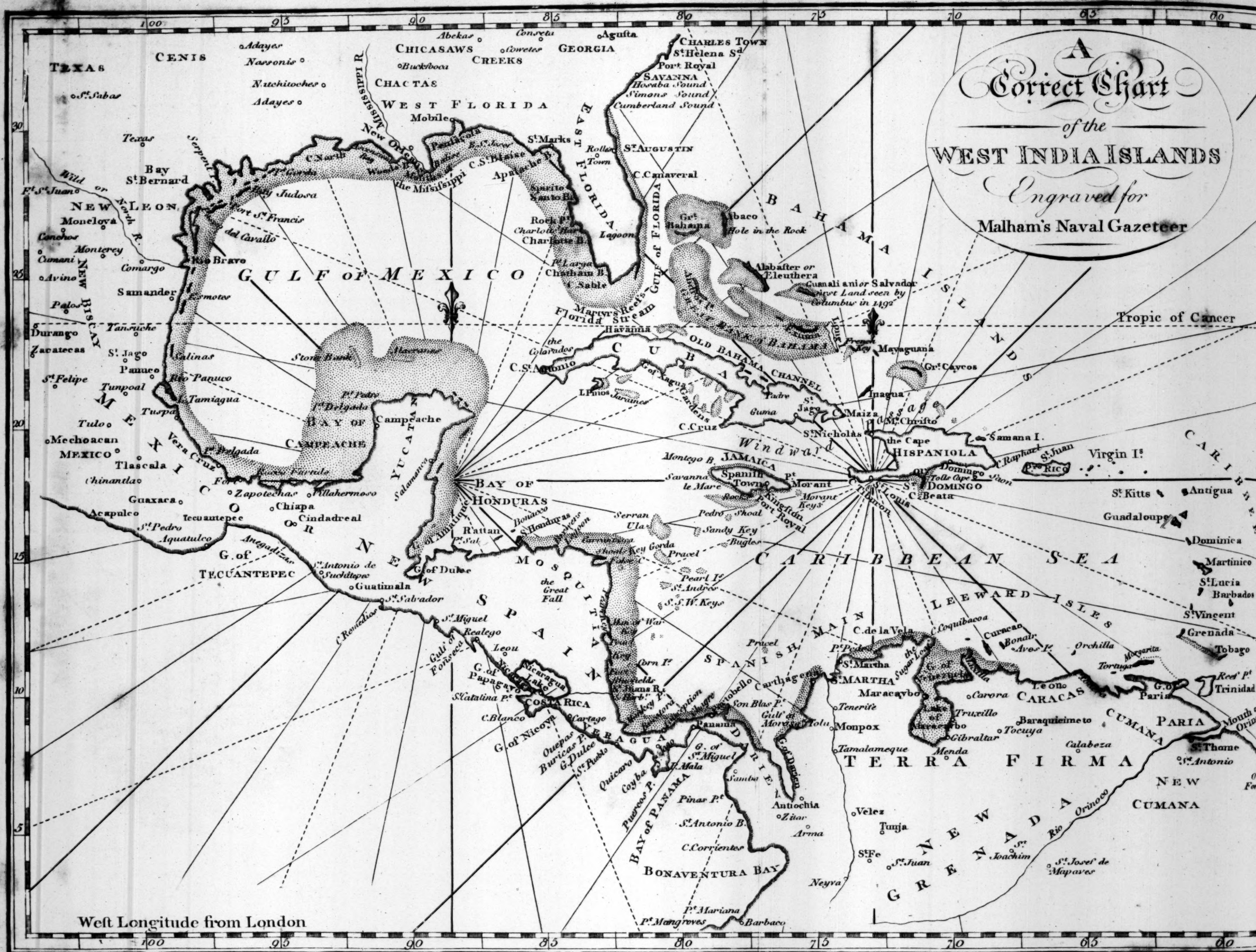
INDIAN Ocean. See what has been said in the Introduction.

INDIAN Sea, is a name which has been applied by some geographers to that part of the Indian Ocean which surrounds the East India Islands; but of this notice is also taken in the Introduction.

INDIAN Sound, is a large branch in the straits of Maghellan so called, on the N. shore, running up into the main land of the continent. The passage into it is from the W. end of Crooked Reach through St. Jerom's Channel. It has a large lagoon at the S. W. end, and 3 small islands on the E. shore, and is about a mile wide in the broadest part, which is towards the N. end of it. There is a large outlet on the western shore; and it will be impossible to mistake the passage of St. Jerom's Channel into this sound, if a ship keeps the N. shore of Crooked Reach, in sailing through the straits from E. to W. as it opens a little to the W. of Batchelor's Bay, before the strait trends to the S. W. for the eastern entrance of Long Reach.

INDIAN Town, Creek, and Point, of which the latter may be deemed the outer N. point of Nonfuch Harbour at the E. end of the island of Antigua, as Flat Point, on which is a fort, is the inner N. point, and about half a league at S. by W. The creek goes in round the point to the S. W. between this and Dums Point, by a narrow entrance; but we cannot say whether it affords any shelter for ships, and it is scarcely possible that ships should want it, having creeks and bays of known safety to go into each way within a small distance.

INDIANA, on the coast of Cape Breton Island, at the S. part of the gulf of St. Lawrence, in North America, is a good harbour for small vessels, at about 3 leagues to the N. E. from Flint Island, otherwise called Island Pierre a Fusil, in lat. 46 deg. 8 min. N. Spanish Bay, which is a fine port, is about 2 leagues farther on the same coast.



INDIES, East, is an extensive country of Asia, which at first received its name from the River Indus; being moderately temperate towards the N. parts, but extremely hot towards the S. The constant rains for 3 months in the year render the heats more supportable, and contribute to fertilize the ground. There are four principal parts or divisions, as Indostan, the peninsula on this side the Ganges, the peninsula beyond the Ganges, and the islands of the Indian Seas, or, as we have frequently termed it, the Eastern Indian Ocean. Of these islands, the principal are, Ceylon, Sumatra, Java, Borneo, the Celebes, the Maldives, the Moluccas, and the Marians. This country did not receive the distinguishing epithet of East, till after the discovery of the West Indies, by Columbus.

INDIES, West, as we have just stated, was distinguished by this epithet, to prevent its being confounded with the former, which had long been known to Europeans. It had the name of Indies, upon a presumption that the islands of which it consisted, extended so far as to form a connexion with those of the East Indies, and therefore deemed it a part of the same country, and consequently gave it the same name. Though improvements in navigation have proved the fallacy of such a supposition, the name has still been retained, to prevent confusion in the geographical accounts of the islands. The continent of America was also sometimes called by the same name, till, by a more accurate attention to the natural division, it obtained a distinct appellation.

INDIES, a fort so called, on one of the points of the entrance into Carthagea on the Spanish Main, or N. coast of S. America. See **CARTHAGENA**.

INPOSTAN is the country of India, properly so called from the River Indus, having Persia on the W. the western peninsula on this side the Ganges on the S. the eastern peninsula beyond the Ganges on the E. and Tartary on the N. Between the two peninsulas is the gulf or bay of Bengal.

INDRAPORE, is a settlement of the Dutch on the W. coast of the island of Sumatra in the East Indies, about 56 leagues to the N. W. from Bencoolen, in lat. 2 deg. 15 min. S. and long. 101 deg. 2 min. E.

INDUS or SINDA River, in Asia, is a

a fine, deep, and navigable river for vessels of any burden, and the boundary between India and Persia; but its mouth is so very much choaked up with sand, that no ship can enter it. In its course from the mountains which divide Tartary from India, it passes on towards the S. W. through Casimere, Attock, Multan, Buckor, and Tatta, and empties itself by several outlets into the Indian Ocean a little below the city of Tatta. See **SINDA**. On the western branch of the river is Tatta, not far from its mouth, where the English have a factory, in lat. 24 deg. 50 min. N. and long. 68 deg. 25 min. E. On the different branches of this river there are also many good towns; and most of these branches are navigable to a great extent.

INFIERNO Island is a small island belonging to Africa, and one of the Canaries in the N. Atlantic Ocean.

INGELI Island, on the W. side of the River Ganges, at the bottom of the gulf or bay of Bengal, is one of the islands, which, with Cajori Island, were deserted when the English factories were removed to Hughly and Calicut, up the Little Ganges.

INGENIOS Island, called *Ilha de Grand INGENIOS*, or Island of Large Sugar Houses, on the coast of Brazil in South America, is situated behind *Ilha Grand*, to the S. W. from Rio Janeiro. The River Patagoa comes in behind the island.

INGEY, is one of the places of little or no note to seamen, between Tindel and Senegal on the W. coast of Africa, and of no use in navigation.

INGLEMARE or Cape WYCK, is a point of land, which serves as a direction to avoid some foul ground to the westward of Cape Barfleur, and will be effected by keeping the high land of Cherburgh without this point or cape.

INGLESES Bay, otherwise called the port of Englishmen, from the circumstance of an English pirate's having anchored there formerly, and rode some time to wait for an opportunity of making prizes. There is from 30 to 50 fathoms water in it; and a ship in a N. wind which here blows right upon the shore must be obliged to run out immediately to the westward, and either put into Copiapo under the lee of the island, or be forced on shore and lost. It is on the coast of Chili on the W. coast of South America,

America, and facing the South Pacific Ocean, in about 26 deg. or a little more of S. lat. Caldera Port is about 2 leagues at N. E. by E. from it, and is divided from this bay by two points of land which form a small sound, the channel going in between them at E. by S.

INGROS BAXAS, a large sand within the river of La Plata on the eastern coast of S. America, and about 12 leagues up the river, lies far over thwart the channel, and has a tail or spit running out to the S. W. so as to make the whole extend to 15 leagues in length. Up to this sand there is a depth of 10 to 25 fathoms along the N. shore, and from 10 to 12 leagues off into the channel of the river. See PLATA.

Port INIS. See MOUSE HOLE.

INISHBOTTOM Island, on the W. coast of Ireland, is to the S. E. from the island of Enishtrick, and nearly abreast of Rose Hillary on the main.

INISHERKIN or SHERKE Island is due N. from the island on which Cape Clear is situated on the southernmost part of the coast of Ireland. It is due W. from Baltimore Point, and lies before the entrance into Baltimore Haven. See SHERKE.

INISHIRAN Island, is only another name, as improperly laid down in some charts, for Inisherkin.

INMOST, the name of a buoy, called the INMOST CORNER Buoy, and the seventh and last, as its name imports, of those which are laid down for sailing through the Stortelmeck Channel, along by the N. and round the E. coast of Fly Island. This is sometimes called the Channel of Fly. From this innermost buoy, a ship may run along by the strand of the Fly Island, or southward of the buoy upon the sand called the Plat.

INNER Bank, or FRENCH Pole, is a hard and steep sand which lies betwixt the E. end of the English Pole and Cadfant, and is off along the coast of Cadfant. As soon as the castle of Sluys comes to St. Lambert, which is a high square steeple upon Cadfant, to the northward of Sluys, a ship will be past this bank to the E. and when W. Chapel comes on to Knock, a ship will be thwart the W. end of it a little westward.

INNER Channel, emphatically so called, is a channel into or out of the Downs, between the Brakes and the Querns, through which great ships may pass at

high water, but must not venture at any other time. It is above a mile broad; only that there is a small middle channel at the S. end near the Brakes, on which is but 7 feet at low water; and the mark for it is, to bring St. Margaret's Church a ship's length to the southward of Deal Castle. Or, the leading mark to go through this channel between the Brakes and the Querns, out of the Downs, is to get St. Margaret's Church between Deal Castle and Walmer; and in turning through a ship may stand over to the Brakes till St. Margaret's Church comes within a sail's breadth of Walmer Castle, and to the westward till the same church is within a sail's breadth of Deal Castle. The best of the channel at low water is, to get St. Margaret's Church just to the eastward of Deal Castle, and to keep a course of N. N. E. The thwart mark is to bring Wanborough Church a ship's length open to the northward of Sandwich Steeple, when ships will be to the northward of the Middle Ground. The leading mark to carry a ship through is to bring St. Margaret's Church in the middle, as was said before, between Walmer and Deal Castle, the Middle Ground excepted; for when a ship comes near to it, she must keep the church as already mentioned, or the church may be kept between Deal and Walmer almost home to Deal Castle. If the church is more than half way over towards Walmer Castle, she will be very near the Brakes, and perhaps upon it.

INNERLOCHY Bay, or Lake LOCHY, is situated on the western part of Scotland, in the county of Lochaber, and about 29 miles to the S. W. from Loch Ness. It falls into a branch of the N. Atlantic Ocean, having the fortress of Fort William at its mouth, in lat. 56 deg. 56 min. N. and long. 5 deg. 16 min. W. From its width and extent it seems extremely probable that it must be navigable; but we are not enabled to speak of it with any certainty.

INNERMOST Droog Drie, a buoy so called in the channel of Stortelmeck or the Fly, being the third in number, and lies in 16 feet water in the fairway; having 18 feet from the Outmost Droog Drie, or Second Buoy of this channel. See INMOST.

INON Point, on the coast of Glamorganshire, sometimes called Port INON Point, is a little to the S. E. from Worms

Worms Head, at the opening of **Car-marthen Bay**. From **Inon Point** to **Oxwich Point** the course is E. a little southerly, having a bay between.

INVERARY, on the W. coast of Scotland, is situated on the N. W. side of **Loch Fyne**, into which immense quantities of herrings annually find their way.

INVERKEITHING Bay, is a spacious bay, situated on the Frith of Forth, on the N. shore, in which the town of its name is placed. It has a good harbour, and a considerable trade in coals and other articles of commerce. It is about 6 leagues to the N. W. from **Edinburgh**, and is situated in lat. 57 deg. 0 min. N. and long. 3 deg. 25 min. W. on a beautiful bay.

INVERNESS, or perhaps **INNERNESS**, is to the southward of **Cromartie** at the bottom of the **Murray Frith**, at the N. E. part of Scotland, and situated on the **River Ness**. It has a safe and commodious harbour, and carries on a considerable trade. To sail to **Inverness** from **Cromartie**, directions will be found as far as **Chanry Point** under the article **CHANRY**, which see. From the mouth of **Inverness River**, which is on the larboard, it is about a mile to the bar; but upon a low point here the ruins of a citadel will be seen. On the bar there is only 15 feet at low water, but, as soon as a ship is over, she may run up the **River Beaully** and anchor at **Kessock**. The town of **Inverness** is about a mile up the river, where there is fresh water. Persons unacquainted with the river usually anchor at **Chanry**, or take a pilot at **Cromartie**. It is situated on the S. bank of the river of **Ness**, and overlooks the **Murray Frith**, and, though it has a safe and convenient harbour, and a great deal of shipping, it has a bridge over the river, consisting of seven arches. The salmon fishery of the river is considerable, and is farmed by some fishmongers in London. The town is situated in lat. 57 deg. 33 min. N. and long. 4 deg. 2 min. W.

JOAN MAIN Island. See **BERENBORG**.

JOANNA Island, one of the **Comora Islands** between the island of **Madagascar** and the main continent of **Africa**, where the ships belonging to the **E. India Company**, which are bound for **Bombay**, take in water and fresh provisions; for they

are here very plentiful, the country being very fruitful, and the inhabitants very ready to supply them. It is in lat. 12 deg. 14 min. S. and long. 44 deg. 48 min. E. The road on the N. side of the island is very good, and in a fair bay; and if ships make this island on the S. side, they must stand off at a great distance to make the N. shore where the road is, on account of the very strong and dangerous flaws of wind which burst down from the land, which is mountainous.

This island has been governed about two centuries by a colony of Arabs, and exhibits a curious instance of the slow approaches towards civilization, which are made by a small community, though they be possessed of many natural advantages. The manners of Arabia are plainly seen, and its language distinctly heard, in the inhabitants.

Sir William Jones, who visited this island in the **Crocodile** frigate in the month of July, 1783, has given the following very particular and curious account of the island for the information of the Society for promoting Oriental Knowledge.

"On anchoring in the bay, the frigate was soon surrounded by canoes, and the deck crowded with natives of all ranks, from the high-born chief, who washed linen, to the half-naked slave who only paddled. Most of them had letters of recommendation from Englishmen, which none of them were able to read, though they spoke English intelligibly; and some appeared vain of titles which our countrymen had given them in play, according to their supposed stations. We had lords, dukes, and princes on board, soliciting our custom, and importuning us for presents; and though they are too sensible to be proud of empty sounds, they justly imagined that those ridiculous titles would serve as marks of distinction, and, by attracting notice, procure for them something substantial."

He thus describes the appearance of the island from the bay of **Hinzuan** or **Joanna**. "We were at anchor in a bay, and before us was a vast amphitheatre, of which you may form a general notion by picturing in your minds a multitude of hills, infinitely varied in size and figure, and then supposing them to be thrown together, with a kind of artless symmetry, in all imaginable positions."

positions. The back ground was a series of mountains, one of which is pointed near half a mile perpendicularly high from the level of the sea, and little more than three miles from the shore; all of them richly clothed with wood, chiefly fruit-trees, of an exquisite verdure. I had seen many mountains of a stupendous height in Wales and Switzerland, but never saw one before, round the bosom of which the clouds were almost continually rolling, while its green summit rose flourishing above them, and received from them an additional brightness. Next to this distant range of hills was another tier, part of which appeared charmingly verdant, and part rather barren; but the contrast of colours changed even this nakedness into a beauty: nearer still were innumerable mountains, or rather cliffs, which brought down their verdure and fertility quite to the beach; so that every shade of green, the sweetest of colours, was displayed at one view, by land and by water. But nothing conduced more to the variety of this enchanting prospect than the many rows of palm trees, especially the tall and graceful aracas, on the shores, in the vallies, and on the ridges of hills, where one might almost suppose them to have been planted regularly by design. A more beautiful appearance can scarce be conceived, than such a number of elegant palms, in such a situation, with luxuriant tops, like verdant plumes, placed at just intervals, and shewing between them part of the remoter landscape, while they left the rest to be supplied by the beholder's imagination. Neither the territory of Nice, with its olives, date-trees, and cypresses, nor the isles of Hieres, with their delightful orange groves, appeared so charming to me as the view from the road of Hmzuan.

This island has been described by Major Rooke, who observes, that it is a proper place of refreshment for the India ships, whose crews, when ill of the scurvy, soon recover by the use of limes, lemons, and oranges, and from the air of the land. The town where the king resides is at the E. side of the island; and though it is three quarters of a mile in length, it does not contain above 200 houses. This town is close to the sea, at the foot of a very high hill. The houses are inclosed, either with high stone

walls or palings made with a kind of reed; and the streets are little narrow alleys, extremely intricate, and forming a perfect labyrinth. The better kind of houses are built of stone, within a court yard, have a portico to shield them from the sun, and one long lofty room where they receive guests; the other apartments being sacred to the women. The sides of their rooms are covered with a number of small mirrors, bits of China ware, and other little ornaments that they procure from the ships; the most superb of them are furnished with cane sofas, covered with chintz and satin mattresses. The horned cattle are a kind of buffaloes, having a large hump on their shoulders, which is very delicious eating; but there is not one horse, mule, or ass, in the whole island.

The original natives, are about 7000 in number, and possess the hilly and inland country; but the Arabian interlopers are about 3000. These have established themselves on the sea coast by conquest; on which account the others are continually at war with them.

This island, though not the largest of the Comora Islands, may be deemed the principal, and claims sovereignty over the others. Their arms and ammunition are procured from ships that touch here; and it is customary for all to make presents of arms and powder to the prince when he pays a visit on board, which he does to every one. Englishmen are allowed to enter their mosques, for their government and religion were both introduced by the Arabs, and consequently the latter is Mahomedan, on condition of taking off their shoes. Most of the people speak a little English, from their frequent correspondence with our India ships; and they profess a particular regard for the English nation. They are particularly fond of repeating, that "Joanna man and English man all brothers," and never forget to ask, "how king George do?" The punishment of theft is very exemplary, being amputation of both hands of the delinquent; notwithstanding which it is much practised by the lower class. But they are in general a courteous and well-disposed people, and very fair and honest in their dealings. The island is about 30 miles in length and 15 in breadth.

JOAO Point, is the W. point of the entrance into the harbour of Rio Janeiro on

on the coast of Brazil in South America. See JANEIRO.

St. JOAO River, otherwise called *St. JOHN* River, or *Angra* River, is in the gulf of Guinea, in about 1 deg. of lat. N. See *ANGRA* River.

JOCKENA River, near the N. part of the coast of Lapland, goes into land within the point of Sweetnaes. There are 6 islands at the entrance, of which 5 lie along the shore within the space of 2 leagues, and the sixth is within the most southerly of the other 5. The 3 southernmost lie near each other, as do also the 3 northernmost; and the most northerly of them is due W. from the cape. There is a good road in 5 or 6 fathoms within the most southerly of these islands. This river goes in to the southward of these islands; and there are 4 different channels by which ships may fail into it, that will render it necessary to take a pilot. This river is 2 leagues to the S. S. E. from Kletun; and there is a pretty good channel to go in between the fourth and fifth island.

JOFFERS Island, is a long league to the N. N. E. from Long Sound on the coast of Norway. There is a high round rock before it, on which is a warder, or mark tree. Here it is usual to take pilots for all the harbours in Long Sound, with which it abounds.

JOHN's Island, is an island within the trending of the coast of S. Carolina, lying between the N. Edisto Inlet and the N. Channel, which goes in to Charles Town. Lawford Channel and Stono Inlet also come in close to its N. E. end, between it and the two small islands that lie near its N. end, and Stono River is on the W. side of this island, at the S. end of which it communicates with the N. Edisto. It is in lat. 32 deg. 40 min. N. and long. 78 deg. 50 min. W.

Master JOHN River, on the coast of Africa, called *JUAN* by the Portuguese, comes into the ocean under a small point of land to the eastward of the road between Dasso and Salerno, and at 2 leagues farther to the E. is the river of Genovesio. Ships come no nearer the shore upon this coast than 15 fathoms.

St. JOHN de Acre, otherwise called *ACON*, or *PTOLEMAIS*. See *ACON*.

St. JOHN's Bay, on the coast of Cambodia, in the eastern Indian Ocean, is in lat. about 12 deg. and a half N. There are Pagoda Bay, Philips's Bay, and Schuyten's Bay, contiguous to it.

St. JOHN's Bay, on the E. coast of Newfoundland, the N. W. point of which is the limit to Torbay, as Cape Spear is the S. E. limit. The Bay of Bulls is to the S. of it. The bay is in lat. 47 deg. 32 min. N. and long. 52 deg. 26 min. W. and it has high water on full and change days at 6 o'clock.

St. JOHN's Bay, on the W. coast of the island of Antigua in the West Indies, so called from the principal town of the island, which is situated at the bottom of a deep and narrow harbour. The entrance to the harbour is defended by a fort, called Fort James. The town is on the W. side of it, and the residence of the Governor of this and all the Caribbee Leeward Islands. Here the greatest trade of the island is carried on; and, as a proof of its flourishing state, it received damage by a storm in 1772 to the amount of 400,000l. sterling. The harbour is due N. from Five Island Harbour, and indeed is double so as to form two harbours; and from the N. point of the entrance, where the fort is, there is a sand which runs to the S. W. quite across the mouth to the opposite point, and forms a plain bar on which is only 14 feet water, so that ships which draw more must not attempt to pass over it. The deepest part of the bar is at the S. W. end, for there is only 12 feet under the fort at the N. point. Keep along under the S. shore to go in from Ship-stern Point, being all the way a bold and clean shore, and nothing to fear even within 20 fathoms length of the point, as there is from 9 to 11 fathoms close to the land. Its lat. is 17 deg. 4 min. N. and long. 62 deg. 9 min. W.

Cape St. JOHN or *JUAN*, sometimes called *Cape St. John* Baptista, is the S. W. point of Candia Island in the Mediterranean, which lies E. and W. nearly to the southward of the Archipelago Islands. The cape is low land, and the ground about it foul, and there are two or three great rocks lying near it; but to the eastward of the cape it is very good. At the westernmost point also, somewhat towards the S. there are several dangerous rocks, from whence the land trends away at N. N. W. for 4 or 5 leagues; but to the northward of *Cape St. John* it stretches 9 leagues to the N. E. till it passes three islands which lie to the northward of the cape. One of these islands is 3 leagues from the main land of Candia towards Serigo. From this

Cape

Cape St. John to Goza Island, off the S. coast of Candia, is 11 leagues at S. E. by E. It is in lat. 35 deg. 10 min. N. and long. 23 deg. 55 min. E.

Cape St. JOHN, on the S. coast of Africa, is about 5 leagues to the northward of Korisco Island or Island of Lightning, and the N. W. point of the opening to St. Joao, John, or Angra River, in about 1 deg. 11 min. of N. lat. and 10 deg. 33 min. of E. long. The coast to the northward trends to the N. E. into the bight of the gulf of Guinea, and there is a bank off along the shore for a considerable way. About a league to the seaward of this cape there is also a bank, but it has 7 or 8 fathoms water upon it, and to the southward of it is 14 and 15 fathoms. See *ANGRA RIVER*, and *St. JOAO*.

This cape is blocked up with a ridge of rocks which lie just before it, so that it has no foot strand; and the currents or tides meet off at sea from this cape with great violence. The ground being foul and clifty at the bottom, the water which comes in from the S. beats very hard against this point, and then runs along to the northward; and as soon as a ship has passed this cape, the coast falls to the S. eastward, without any considerable hills for a great way. The Prince's Island is about 24 leagues at W. by N. or W. N. W. from the cape.

Cape St. JOHN, on the W. coast of the peninsula of India, about N. N. W. from Bombay, is in lat. 20 deg. 0 min. N. and long. 71 deg. 25 min. E.

Cape St. JOHN, on the E. coast of Newfoundland, is the W. entrance of Lady Bay, and is to the eastward of the islands St. Barbe, which lie off the mouth of Green Bay. It is in lat. 50 deg. 10 min. N. and long. 55 deg. 37 min. W. See islands *St. BARBE*, and *GREEN Bay*.

Cape St. JOHN, at the E. end of Staten Island, which lies eastward from Strait Le Maire and the island of Terra del Fuego, at the extremity of S. America, is in lat. 54 deg. 47 min. S. and long. 63 deg. 47 min. W. New Year's Harbour is 3 leagues to the W. of this cape. The current which runs down the S. W. side of the land of Terra del Fuego, and increases to a considerable degree of strength to the E. of Cape Horn, and from thence N. E. towards Staten Land, sets rapidly along the S. coast of the last

island, and through Strait Le Maire to the N. E. but it sets like a torrent round this cape, from whence it turns very strong to the N. W. both within and without New Year's Islands. If the tides are regulated by the moon, it is high water hereabouts by the shore on full and change days about 4 o'clock, but the perpendicular rise and fall does not exceed 4 feet. See *NEW YEAR'S Islands*.

If it be not necessary to come near this part of the coast to refresh, it is recommended to keep off at the distance of 12 leagues from the coast, by which these violent currents will be avoided.

St. JOHN'S Church, the most westerly of the four churches on the Texel Island, at the entrance into the Zuyder Zee, between Holland and Friesland, has a high spire, steeple, and is a mark for going in within the Texel to the road. The sailors usually call it *Waftyend*, *Western*, or *WAMBUS*, which see.

St. JOHN de Doit, is a haven on the N. coast of France, which is situated to the eastward of Morlions, from which ships may sail between the rocks to Morlions, in 5 or 6 fathoms at low water. If ships have passed through between the Marten Rock and Treacle Pots or Triagons, they must beware, if they are bound to Lanions, St. John de Doit, or Morlaix, to avoid the rocks and shoals before Lanion Bay.

St. JOHN'S Harbour, in Newfoundland, the same as St. John's Bay on the E. coast of that island, already mentioned. The lands about it are high, and, if the air is clear, can be discovered at some distance to seaward.

St. JOHN'S Island, one of the Cape Verde Islands, so called, in the N. Atlantic Ocean, otherwise called *BRAVA*, is situated in lat. 15 deg. 25 min. and long. 7 deg. 2 min. W. of the cape from whence they are called, or 24 deg. 35 min. W. from Greenwich Observatory. See *BRAVA*.

St. JOHN'S Island, at the S. W. part of the gulf of St. Lawrence, being separated from the main land of Acadia or Nova Scotia in North America only by a narrow sound which goes through between the island and main. It is also contiguous to the island of Cape Breton, which lies to the E. The lat. of the N. cape of this island is 47 deg. 8 min. N. and long. 64 deg. 10 min. W. and the lat.

of the E. point is 46 deg. 28 min. N. and long. 62 deg. 5 min. W. and is supposed to be about 100 miles in length from E. to W. and about 20 broad from N. to S. There are various harbours round it, which are very commodious for carrying on the fishery; and it abounds with great variety of useful timber. From this island it was usual to furnish Canada with corn, beef, and pork. Its rivers abound with salmon, trout, and eels; and the surrounding sea supplies plenty of sturgeon, plaice, and most kinds of shell-fish. The particular capes, bays, &c. of this island are noticed under their respective heads.

St. JOHN's Island, in the West Indies, is one of those called the Virgin's Islands, at the distance of about 12 leagues to the eastward of Porto Rico. It is about five miles in length and one in breadth, and is about 2 leagues to the southward of St. Thomas. The lat. of its S. point is 18 deg. 4 min. N. and long. 64 deg. 51 min. W. It is the best watered of all the Virgin Islands, and its harbour has the reputation of being better than that of St. Thomas, and passes the best of all the islands to the leeward of Antigua. It is known to the English seamen by the name of Crawl Bay. But all these advantages are insufficient to render it a place of importance, because there is so very little good land in the island, that its plantations are very insignificant, and its exports extremely trifling.

St. JOHN's or *St. JUAN's Island*, is on the Brazil side of the river Amazons, and the first on that side to be noted from the river. The great river of Guama empties itself into the Amazons opposite to this island; and there is a reef of sand which shoots out from the N. E. point of this island, so as to make a long hook, and bending eastward towards the shore above 5 leagues in length, that must be carefully avoided by ships coming out of the strait. Opposite to this there runs out another sand from the main, making another sharp point. The passage or fairway between them is about 2 leagues wide; which channel must be found by a diligent and unremitted attention to the lead. From hence to Pedras Point, or Punta de Pedras, it is 7 leagues to the E. S. E. the W. part of the coast being full of small islands and shoals running off from and about them, so as to render it dangerous to

come within 3 leagues of the main. Behind these shoals some inlets and rivers come in; but there can be no navigation where a country is entirely destitute of inhabitants.

St. JOHN's Island, off the mouth of the river Tury on the coast of Brazil, at the distance of 40 leagues to the E. S. E. from the Rio de Cayta. There are many good bays and roads between, but useless for want of trade and commerce. This island nearly blocks up the river Tury, being a long, narrow, and unequal piece of land, with a reef of sand running off N. from it, as big and long as itself, and much broader. As this island lies off the mouth of the river, it makes a very good harbour on the inside, as well as in the mouth of the river itself; but it is very difficult to go either in or out, and there are no pilots to be had here, so that ships attempting to move must keep boats a-head, and ascertain the soundings well, besides the necessity of acquainting themselves with the state of the currents. The island of Sypomba is about 7 leagues to the N. E. in which direction the coast now turns.

St. JOHN's Island, one of the Philippine Islands so called, in the eastern Indian Ocean, situated to the eastward from Mindanao island, from which it is separated only by a narrow strait. It is situated in lat. 7 deg. 12 min. N. and long. 126 deg. 42 min. E. It is 38 leagues long and 24 broad in the broadest part, stretching N. N. W. and S. S. E. and is very fertile. This island and Mindanao are the most southerly of the islands, known under the denomination of the Philippine Islands, and are entirely independent of the government of Spain, to which all the rest are subject.

St. JOHN's Island, in the eastern Indian Ocean, or S. Pacific Ocean, is to the N. E. from Cape Mary, on the coast of New Ireland, and is one of the groupe to the eastward of the Admiralty islands, and about 11 or 12 leagues to the W. of Sir Charles Hardy's Island, and in lat. 4 deg. 17 min. S. and long. 153 deg. E.

St. JOHN de Luz, near the bottom of the bay of Biscay, is about 3 leagues and a half to S. W. by S. from off the bay of Bayonne. It is a fair bay, where ships may ride in from 4 to 6 fathoms and a clean sandy ground, as they lie nearer to or farther from the shore. There is a

little tide haven at the end of the bay, on the W. side of which is the town called Porto de Socca, where at high water with a common tide there is 9 feet water, but 12 feet at a spring tide; observing that at low water it is altogether dry, so as to walk upon it without wetting the feet. There is a little dock also within the W. point of the bay, where is a foot more water than in the tide haven just mentioned, which likewise comes dry at low water.

This bay is very easy to be known, by attending to the following marks. It is right in the bottom or bight of the extensive bay of Biscay, and the land to the eastward of it lies N. by E. towards Bayonne; but the coast trends the other way to S. W. by W. for about half a league, and then W. towards Fontarabia. On the E. point of this bay, there stands a white fair tower, called the Hermitage, which may be seen to a good distance; and, when the sun shines upon it, this object is very conspicuous, from its appearing much whiter than the other land. There is also a white flat house on the W. point, a little way upon the high land, and the coast to the westward of the bay on the sea side is grey and somewhat inclining to a blue colour. The hill of St. John de Luz is also a good mark for knowing the bay, lying somewhat to the eastward or to the larboard side, which shews itself out in height above all other hills thereabouts, so as to be very readily known. There is also a chapel upon it, which may be seen into the 4 countries of Spain, France, Navarre, and Arragon, which may afford a proof of its distinguished situation. The rocks called Pignons of St. Anna, not far from land, are about 4 miles at W. by S. from St. John de Luz; and beyond these, at the distance of 2 leagues to the westward, is the bay of Fontarabia. Off the coast, between Arcasson and St. John de Luz, the land may be seen in 30 fathoms; and from about Bayonne, this tower, with Cape Breton, Bayonne, and Bidort, almost all of them flat towers, may be distinctly seen. All the coast to the westward of St. John de Luz, as far as to Gataria or Counix, which is 7 leagues to the W. of St. Sebastian, affords clean ground every where, and good anchorage in 20 fathoms. The lat. of St. John de Luz is 43 deg. 10 min. N. and long. 1 deg. 38 min. W. and it has high

water on full and change days at half past 1 o'clock.

Mount St. JOHN of Bhering or Beering, is probably the same with Atakou, in the N. Pacific Ocean; in lat. 52 deg. 45 min. N. and long. about 174 deg. E. being about 18 leagues from E. to W.

St. JOHN de Nova, on the E. coast of Africa, in about 17 deg. 10 min. of S. lat. is not far from the W. shore of Madagascar, and is an island so called. There are certain fowls, which appear about 8 or 10 in a flock, and are called alcatrasses, in that part of the ocean, that are never more remote from this island than from 10 to 15 leagues; and when a ship has made the W. coast of Madagascar island she will soon find this island, by keeping in a proper latitude. A strong current sets to the southward here, at the rate of 9 leagues in 24 hours, for about the length of a deg. of lat. in this sea. *Mobilia* or *Mohilla*, one of the Comora Islands, is to the N. from this island; and to go from it to the coast of Mozambique, on the eastern shore of Africa, steer N. W. by N.

St. JOHN's Point, on the E. coast of Ireland, is 2 leagues to the E. from Dundrum or Donderm, and a little to the N. of it the small haven of Arglas. It is all fair and open, and there is a bold shore without any danger. See *St. ANNE's Port*.

St. JOHN's Point, on the W. coast of Ireland, within the great bay of Donegal, and on the N. coast, is about 5 miles to the E. of Kellbegh, as that is 5 leagues at E. S. E. from Cape Telling, or the N. W. point. It is a point which stretches out to some distance southward, from which, at about a mile due W. there is a great rock under water, on which the sea breaks with great noise. Ships may sail boldly through between the rock and the point, as it is all clean and clear. The bay which is formed to the westward of this point is called *M'Swim's* or *M'Swain's Bay*, having the E. point of Kellbegh for its western limit, is of very difficult access, on account of some rocks which lie at the entrance, between which ships must pass; it is therefore necessary to be well acquainted with them to venture in, but it is so safe a haven after a ship is in, that neither anchor or cable is wanted. The haven of Donegal is 2 leagues to the eastward of the point,

St.

St. JOHN's de Porto Rico. See *St. JOHN's Town*.

St. JOHN's Port, on the coast of Peru, on the S. Pacific Ocean, and the western coast of South America, is 8 leagues to the N. W. from Port de Acari or Port Loma. The land between them is low and flat, but within land the mountains rise above it. The port is a very good retreat for ships which are bound farther either to the N. or S. so that the ships which are going and coming between Arica and Arequipa to the southward, and from the port of Callao to the northward, often put in here. It is an excellent harbour, but is not much frequented on its own account, as the country produces nothing wherewith to lade ships, or to form any trade or commerce. Port St. Nicholas is to the N. of it, and is a much safer harbour than St. John's, though, like that, it has neither wood nor water. The land between St. John and St. Nicholas for 2 leagues together is flat and low, and over it are some reddish hillocks, by which that small part of the coast is known at sea.

Port St. JOHN, on the W. coast of Mexico, on the Pacific Ocean, is about 5 leagues to the N. W. from that part of the coast over which the burning mountain appears, called Bombachio, and by seamen the Devil's Mouth, being a volcanic body that is cleft down almost from the top to the bottom like a broken saw. This port may be known by a table land of near 2 leagues in length, on a hill near the port, called St. John's Table. It is 15 leagues at N. W. from Point St. Catharine to this port, which is in lat. about 11 deg. 50 min. N.

St. JOHN's Race, is a passage on the E. coast of the island of Newfoundland, in North America, and in the N. Atlantic Ocean. It is within the N. part of the great fishing-bank, and is bounded by Trinity Bay on the N. and Cape Race on the S. watering that part of the coast of the island on which stands the town of St. John.

St. JOHN's River, on the W. coast of Africa, falls into the sea in the great N. Atlantic Ocean, is to the northward of Capes Tindel and Merrick, and to the S. of Cape Blanco. There are several shoals at the entrance, but when a ship has passed them there is a good haven at Point Taffia. It is but a little to the

N. E. of Cape Merrick, or the S. point of Arguin Bay. To sail to it from Cape Blanco on the N. if the vessel be small, run along by the main between the islands of Sarne and Gonzana, only taking heed of a reef upon the coast of the island Tyder to the point of Terra Gorda; or ships may keep off, if larger, without the Great Bank, and take heed of the southern tail of it, which dries at low water; and then run in easterly by it, till they come before the river. Or a ship may go between the Great Bank and the island Bankring without danger, being careful with the lead. The lat. of the mouth of this river is about 19 deg. 30 min. N. and long. 16 deg. 30 min. W.

St. JOHN's River, on the W. coast of Africa, is about 3 leagues at E. N. E. from Secunda. On its W. point is a village called Suma or Shuma, with a Dutch fort and factory. Ships may ride off the castle at E. S. E. from the little fort, and have from 7 to 8 fathoms, having the outermost rock at S. W. and S. W. by S. Akitaki or Little Com-menda is 3 leagues farther to the eastward. On this coast it is generally high water from half past 3 o'clock, or a little later, to half past 4.

St. JOHN's River, on the S. E. coast of Africa, is in lat. 31 deg. 45 min. S. and long. 33 deg. 10 min. E.

St. JOHN's River, on the Labrador coast, or N. shore of the gulf of St. Lawrence, within or to the westward of Newfoundland in North America, and nearly N. a little easterly, from the W. end of Anticosti Island, about 8 or 10 leagues. The lat. is about 50 deg. 20 min. N. and long. 64 deg. 20 min. W.

St. JOHN's River, on the N. W. coast of the bay of Fundy, on the coast of N. America, is to the northward from the entrance of Annapolis, and has a capacious road for ships at the entrance. There is a narrow strait on the N. side, through which ships only can pass at the highest tide. This river spreads about half a mile wide, and has a gentle current, up which to the distance of 50 or 60 miles large ships can sail, and small ones much farther. The lat. of its mouth is 45 deg. 20 min. N. and long. 66 deg. 5 min. W.

St. JOHN's River, or *Rio St. JUAN*, on the N. shore of the river Plata, on the E. coast of South America, is 10 leagues

higher up the stream than is Buenos Ayres on the S. shore. Near 30 leagues at N. W. from St. John's, the main rivers separate into the distinct branches of Parana and Paraguay. Though it is here more than 100 leagues from the sea, the breadth of the river is at least 10 leagues.

St. JOHN's Road, on the coast of France, in the narrow part of the Channel, is about a league to the southward of Blackness, between it and Bologne. The land here falls in somewhat with a fair sandy bay, and forms a good road for easterly winds, in from 5 to 15 fathoms, according to the distance from shore; and the best mark for anchoring is to bring the steeple of the village over the midst of the houses, and it must be noted that there is no anchorage to the N. of the mill, with some houses a little northward of the village, the ground being foul and stony. There are also some rocks to the southward of the road, towards the river of Bologne, along the coast, from which it is necessary to keep a cautious distance.

St. JOHN's Steeple, on the Texel Island, a sea mark. See **St. JOHN's Church**, or **Wambus**.

St. JOHN's Town, or **St. JOHN's de Porto Rico**, the capital of the island of the same name in the West Indies, is situated in a small island on the N. side of the island of Porto Rico, to which it is joined by a causeway that runs across the harbour, which is very capacious, and where the largest ships may lie with the utmost safety. There is a very strong citadel on the S. W. side of the city, called **St. Anthony**, which at once commands and defends it; and the mouth of the harbour is protected by a large and well fortified castle. It is situated in lat. 18 deg. 20 min. N. and long. 65 deg. 35 min. W.

JOHOAR Head, within the straits of Singapore, on the E. side of the island of Sumatra in the East Indies, from off which lies a sand. The directions to avoid this sand are to keep **Pedro Blanco** or a white rock which lies off from the high land of **Bintang** at S. S. W. and observe not to borrow at all of the sand, which is steep from 23 to 10 fathoms, and before the next cast a ship will be aground, nor come nearer to the rock than 14 fathoms.

IONA. See **ICOLMKILL**.

JONAS's Sound, is the most northern

inlet on the W. coast of Sir Thomas Smith's Bay, which lies in lat. 76 deg. N.

JONATHAN's Bay, on the S. side of the island of St. Christopher's or St. Kitt's, in the West Indies. It is nearly W. from Basseterre, round the Bluff Point on the S. W. between Gillew's Bay on the E. and Frontier Gut on the W.

Cape JONES, in Hudson's Bay, is on the main land, in the S. W. part, and nearly due E. from Cape Henrietta Maria, which is the W. entrance to James's Bay. It is in lat. 58 deg. 50 min. N. and long. 79 deg. 0 min. W.

JONES's or Alderman JONES's Sound, is in Baffin's Bay in North America, in the N. W. part, in lat. 77 deg. 30 min. N. and long. 89 deg. 0 min. W.

IONIAN Sea, is a part of the ocean, concerning which geographers differ very widely from each other. Some have stated it to be the eastern part of the Archipelago Sea, because it watered the western part of Ionia, which was anciently a province of Natolia or the lesser Asia. But modern geographers more usually give the name of the Ionian Sea to that part of the Mediterranean which waters the W. coast of Turkey in Europe, and extends from the S. W. part of the Morea to the entrance of the gulf of Venice. Hence it is that the islands on that coast are frequently called the Ionian Islands. See some other observations in the **INTRODUCTION**, and also under the word **OCEAN**.

JOPPE, or **JAPHO**, on the coast of Asia, in the Levant; for which see **JAFFA**.

St. JORIS's Bay, on the N. side of the island of Curaçao or Curaçou, near the coast of the Spanish Main in the W. Indies, is a very secure port when ships are once within it; but ships which are bound in hither must be sure to keep close to the mouth of the harbour, and have a rope ready to send one end on shore to the fort, as there is no anchoring at the entrance, but is a very good place within, either to careen or for security. There is a blind rock on the starboard side, when a ship has got within the harbour, that must be carefully avoided. Though the entrance is narrow, and though the wind should be scanty to go in, ships may nevertheless run up into the wind, and shoot in by degrees; neither is there any occasion to fear, if the W. shore should be brought on board in the attempt to get in, as it is all

all good ground on that side, only taking care to be ready with a hawser in the boat, as before advised, to make fast on shore on the W. side of the fort. The harbour lies in the direction of N. E. and S. W. in any part of which, avoiding only the rock on the starboard side, ships may lie, after passing the entrance; it is so capacious as to receive 100 sail of ships of any burden. See CURAÇOU.

St. JOSEPH's Bay, at the mouth of one of the rivers of E. Florida, on the N. coast of the Gulf of Mexico, in N. America. It is a large spacious bay, which affords good anchorage to ships of any burden, and is formed by Cape Sambles on the E. and another point of the Florida coast on the W.

St. JOSEPH, an Island of the eastern Indian Ocean, comprehended under the general name of the Marian Islands, and sometimes known also by the name of Sypasi.

St. JOSEPH, is a port on the W. side of the Island of Trinidad, on the coast of Terra Firma, and near the mouth on the northward of the Oroonoko River in S. America. It is situated in lat. 10 deg. 38 min. N. and long. 60 deg. 27 min. W.

St. JOSEPH, a town of the peninsula of California, to the westward of New Mexico, in lat. 23 deg. 4 min. N. and long. 109 deg. 42 min. W.

JOUBOURG Neis, on the coast of France, is at S. by E. from Cape La Hague, from which it is distant betwixt 2 and 3 leagues, and is the S. point of Escalgrain Bay. It lies about E. S. E. from the Island of Alderney, and N. E. from the Island of Guernsey.

JOVI or JOVE Mount, forms the W. or S. W. point of the harbour of Barcelona, on the coast of Spain, in the Mediterranean, on which is a fort to defend the entrance. See BARCELONA.

JOVOSA Island, on the coast of Spain, in the Mediterranean, is a little to the W. of Mount Benidorme, or Bendoan, by which name it is also frequently called. The town of Jovosa lies to the W. of it, which has occasioned the name of Jovosa to be given to this island. See BENDOAN and BENIDORME.

Port La JOYE, is within the Sound between St. John's Island, in the Gulf of Nova Scotia, or S. W. angle of St. Lawrence Gulf, in N. America, and the main land of Nova Scotia. It is on the

island side of the Sound, before which is Governor's Island, round the W. point of which is the entrance into this port to the E. and northward to the mouth of the great river. This is in the broadest part of the Sound, as the land on the main runs in W. so as to form a deep bay, called Vert or Green Bay, which renders it in this part more than 12 leagues broad from W. by S. to E. by N. This port is at the eastern extremity of this broad part of the Sound.

IPSERA Island, in the Archipelago, or N. E. part of the Mediterranean Sea, is a small island about 5 leagues to the N. W. from the Island of Scio. There are several small islands about it, but particularly one on the W. side, which makes a road between, equal to a harbour; and has also this very great advantage, that ships may sail in at one end and out at the other, as the winds or the nature of a voyage may require. It is perfectly sheltered also from most winds, especially from those that are northerly or southerly; taking care only to avoid a rock, which is about 7 or 8 feet under water, as there is anchorage any where at pleasure after passing it. From this island to Cape Seguri, at the W. end of Mitylene Island, is 12 leagues. This island is in the form of a heart, and the small Island of Anti Ipsera is over against it to the W.

IPSWICH, a town which is situated on the banks of the River Orwell, and a principal town of the county of Suffolk, has a harbour which was heretofore more commodious than at present. The tide here generally rises about 12 feet, though it is 6 or 7 miles above the point of Harwich, on the coast of Essex; but the harbour is almost dry at low water; and the trade and commerce have followed the condition of the harbour, in a proportionable decay, yet there is a convenient quay and custom-house. Great quantities of corn are shipped here for London, which is furnished from the adjacent country; and large quantities of timber are also sent from hence to the King's yard at Chatham, whither they often run from the mouth of Harwich River in one tide. Vessels of large burden are obliged to stop below the town, which is in lat. 52 deg. 8 min. N. and long. 1 deg. 16 min. E. This port, by the late act of parliament (of 1795) is required to raise 58 men for the purpose

pose of supplying his majesty's navy with 20,000 men.

IPSWICH River, on the coast of N. America, is about W. N. W. from Cape Ann, on the coast of Massachuset's, and the northern limit of the bay so called, round Sandy Cove Point on the N. W. Its mouth is at the S. end of Plumb Island, which lies N. and S. parallel to the coast, from the mouth of Merrimac River. This river runs up almost due N. from the westward of Salem, and receives its name from the town so called on the W. shore of the river, a little way from its influx into the sea. There is a branch of it, however, which is so named, that falls into the other from the westward a little way below or to the N. from Humphrey's Pond. The lat. of the mouth is about 42 deg. 46 min. N. and long. 70 deg. 15 min. W.

IQUIQUE Island, on the coast of Peru, on the W. coast of S. America, and on the S. Pacific Ocean, lies under the very pitch of the Cape Tarapaca, corruptly by English seamen called Carapoucha. See **CARAPOUCHA**.

IRELAND, one of the British islands, situated to the W. from England and Wales, between the lat. of 51 deg. and 55 deg. N. and from long. 6 deg. to 10 deg. W. its greatest length being about 290 miles, and its greatest breadth about 160 miles. It is generally supposed to have received this name from a Phœnician or Gaulic term, denoting the remoteness of the situation to the westward. The face of this country is considerably beautified and enriched by the numerous rivers, enchanting lakes, spacious bays, and the commodious harbours, havens, and creeks, which every where present themselves. Among the rivers are to be reckoned the Shannon, the Ban, the Boyne, the Liffy, the Barrow, the Noer, and the Suire, as the most considerable. Its lakes abound with fish, and the great lake of Neagh, that is situated between the counties of Antrim, Down, and Armagh, is remarkable for its petrifying qualities.

In returning to the coasts we must not omit to notice the Giant's Causeway, at the N. part of Ireland, within Rathlin Island, at the distance of about 8 miles from the town of Colerain. Dr. Pococke, a late Bishop of Ossory, who was a very ingenious antiquarian, has informed us, that he measured the most westerly point

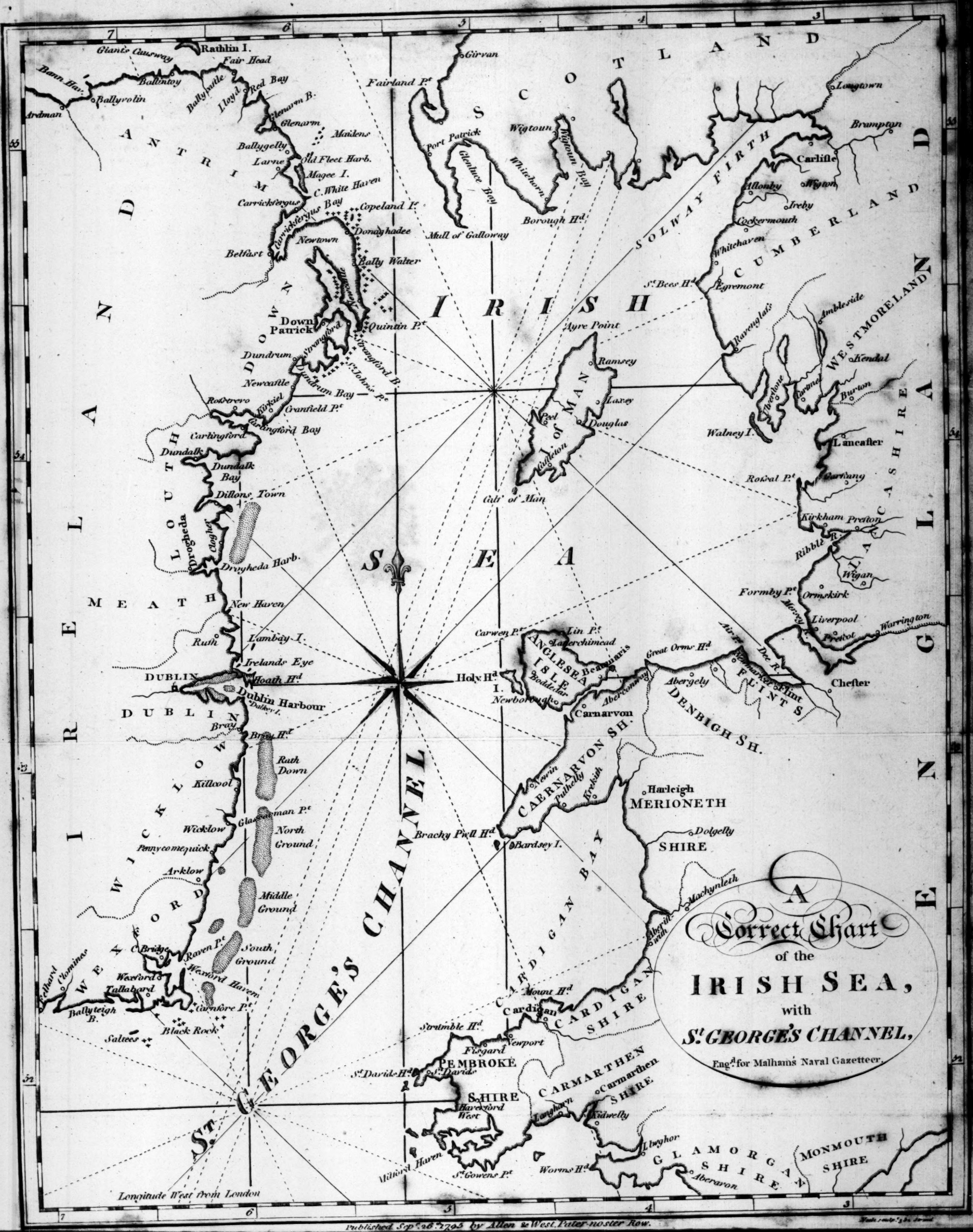
of it at high water, to the distance of 360 feet from the cliff, and says, that he was told it extended at low water 60 feet farther upon a descent until it was lost in the sea. He found the eastern point to be 540 feet distant from the cliff, and saw as much more of it as of the other, where it winds to the E. and, like that, is lost in the ocean.

The chief of the artificial curiosities which are found upon the coast, are the round pharos, or stone towers, which are supposed to have been built by the Danes and Norwegians, who made use of them as spy-towers, light-houses, or beacons.

It is situated in the N. Atlantic Ocean, and has a direct course westward to N. America, without the smallest interruption from any, even the smallest island or continent, which renders it excellently well placed for trade to that continent. On the E. it is divided from Great Britain by a very narrow channel, which is not more than 160 miles in its broadest part, from Dundalk to Lancashire; and the two shortest distances are from Donaghadee to Port Patrick in Scotland, which is only 6 leagues, and from Dublin to Holyhead in Wales, which is only 20 leagues. The Hebrides or western islands of Scotland, or N. Britain, are situated to the northward; and to the S. the nearest land is the coast of the Asturias and Biscay, or the N. coast of Spain.

It has been intimated, under Carlingford, that the tides of the E. coast of Ireland meet nearly off Carlingford Bay, in a line with the Isle of Man, from the N. and S. at the same time; and the ebb returns back each way in the same manner.

NEW IRELAND, in the eastern Indian Ocean, the most southerly point of which, or Cape George, is to the E. from Cape Buller, on the coast of New Britain, and in lat. 4 deg. 59 min. S. and long. 152 deg. 17 min. E. The coast then runs N. N. E. to Cape St. Mary, in lat. 4 deg. 32 min. S. and long. 152 deg. 41 min. E. whence it goes N. by E. 8 or 9 leagues, then changes to N. N. W. and N. W. by N. as far as to Slinger's Bay, in lat. 3 deg. S. and long. 151 deg. E. It continues nearly, though irregularly, to lat. 2 deg. 20 min. S. and long. 149 deg. 45 min. E. off which part of the coast are several small islands. From Cape St. George,



Correct Chart
of the
IRISH SEA,
with
ST. GEORGE'S CHANNEL.
Eng^d for Malham's Naval Gazetteer.

George, the other way, there are several bays to the westward, off some of which there are islands, trending away to N. W. by N. The coast then trends more N. into lat. 3 deg. 40 min. S. and long. 151 deg. 55 min. E. where the island is not more than 6 or 7 leagues across, continuing about that breadth till it crosses from Slinger's Bay. It is then about 10 leagues across mostly into long. 149 deg. E. the coast still trending to the northward, where it terminates and forms a round end, probably that cannot be more than 7 leagues across; and thence it turns eastward to the part where we broke off in lat. 2 deg. 20 min. S. and long. 149 deg. 45 min. E. Cape Carteret is the W. point of Carteret Harbour, and about 8 or 9 leagues to N. W. half N. from Cape George. The variation of the compass at the E. part was about 5 deg. 30 min. E. in the year 1767.

IRELAND'S Eye, a small island so called, to the northward a little westerly from Hoath Head, on the N. side of Dublin Bar, and a mark for sailing towards the bar into the bay. See DUBLIN and HOATH.

IRELAND'S Island, is at the entrance of the Great Sound, in the islands of Bermudas, between which and Spanish Point on the S. E. or larboard side to go in, is the passage into the Sound. This island is long and narrow, and forms the extremity of the hook, some rocks excepted, with which these islands are almost every where encompassed, from the W. end in the direction of N. E. so as to inclose the Sound, into which this is the only practicable passage from the N. or N. E.

IRISH Sea, is that part of the N. Atlantic Ocean, which is between Great Britain and Ireland, the whole or a part of which is frequently known by the name of St. George's Channel. See ST. GEORGE'S Channel.

IRMANOES, or *Los Duos* IRMANOES, on the W. coast of Africa, are two high palm trees, which serve as a mark or direction for going into the road of IVALA, which see.

IRMANOES Rocks, a cluster of rocks so called on the southern coast of Africa, and to the eastward of the Island of St. Thomas, which is situated under the line. Between these and a small reef which runs off from the E. end of the small Island of Rotes, or Island of Rats,

as named by English seamen, situate near the S. part of St. Thomas Island, there is a very good road in from 25 to 30 fathoms, and a hard sand. A great tree will be seen on the Island of Rotes, which, with the S. W. point of the island, must be brought to bear southerly from a ship that will then be in the best of the ground. See ROTES.

D'IROIS Point, at the W. end of the extreme part of the Island of St. Domingo or Hispaniola, in the W. Indies, is the most westerly land of that island, and something more than half a degree of long. to the W. of Cape Maisi or the eastern point of the Island of Cuba. It is the middle point of the W. end of the long peninsula of that island, which stretches out for more than 2 deg. of long. W. from the main body of the island, having Cape Dame Mary at N. N. E. and Cape Tiburon at S. S. E. within about 4 leagues each way.

L'IROISE Passage, on the W. coast of France, is near the N. W. point of the entrance into Douarne Nez Bay. Le Bec de Chevre, or Ras Point, at the entrance into this bay, is probably another name for the same part of the coast. It is to be lamented that so many names are given to the same parts or places and situations of coasts, and that the land or form of it to the southward of the harbour of Brest should have been so differently represented.

IRONDILLE, a rocky shoal so called on the N. coast of France, within the ledge of rocks called the Capraux. This may sometimes be seen at low ebbs, and between them is a channel of 8 fathoms water, but between the Irondille is 14 fathoms water. It lies near the shore to the S. W. of the Seven Islands, so called, in the direction of the coast.

IRRA Barree, a name improperly given to a bay on the W. coast of Africa, which should properly be called *Terra BAXA*. See BAXA TERRA.

IRROMANGO Island, one of the groupe of islands in the S. Pacific Ocean, called the New Hebrides. in lat. 18 deg. 48 min. S. and long. 169 deg. 20 min. E. See ERROMANGO.

IRONAM Island, is also one of the groupe of the New Hebrides, in the same ocean, not far from Tanna, and situated in lat. 19 deg. 31 min. S. and long. 170 deg. 21 min. E. See ERRONAM.

IRTIS, is a large river which runs from

from S. to N. through Russia, till it falls into the Oby, and forms part of the boundary between Asia and Europe.

IRWIN River, is one of the rivers of Scotland that falls into the Frith of Clyde, on the N. E. coast, at the distance of about 5 leagues to the E. of the island of Arran. The town of its name is at the mouth of the river, in lat. 55 deg. 35 min. N. and long. 4 deg. 4 min. W. but of the navigation of the river we know nothing, neither can we suppose it any way necessary, so near to the Clyde.

Port ISAAC, on the N. W. coast of Cornwall, is about 2 miles to the N. E. from Padstow Haven, and 14 leagues in the same direction nearly from St. Ives. Into this port a vessel of 200 tons may go, upon stress of weather, at high water, and lie on shore on the sand, out of the rage of the sea, which is very violent in all this channel. Though it is but a fishing town, there are some good ships belonging to it which use the Bristol trade. From hence to Hartland Point, the next good road on the coast, it is 11 leagues at N. E. by N.

Great ISAAC, in the West Indies, an island so called, the N. part of which is in lat. 26 deg. 3 min. N. and long. 79 deg. 43 min. W. being one of the Bahamas.

Little ISAAC, is a small island of the Bahamas in the West Indies, in lat. 26 deg. 8 min. N. and long. 79 deg. 13 min. W.

ISABELLA Bay, is about 30 leagues to the S. of Turk's Island, which lies so much N. from the coast of Hispaniola or St. Domingo in the West Indies. It is situated on the N. shore of that island, between Balsam Bay on the E. and Monte Christo Island on the W.

St. ISABELLA Island is one of the groupe in the South Pacific Ocean, called the Solomon's Islands, and the largest of them. They lie, in general, in about 8 or 10 deg. of S. lat. and 160 deg. of W. long.

Isca Haven, on the N. shore of the Severn River in Monmouthshire, the same as Newport Haven. See **NEWPORT** Haven.

ISCHIA Island near the coast of Naples, in the bay so called, in the Mediterranean, is about 16 or 18 miles in circumference, and is supposed to have been separated from the continent by an earthquake. It contains several ports, but none of them are fit for large vessels.

The city and fortress of Ischia stands upon a rock, of about 7 furlongs in circuit, which is joined to the island by a long bridge, and its port is formed and secured by a mole. The sands of the island in some parts are so hot, that persons cannot walk barefooted upon them, and the island contains many hot baths; and great numbers of lobsters are caught under Monte Angelo, which stretches into the sea like a peninsula. The island of Ventotiene is 25 miles from it. This island is about 6 leagues to the W. from the city of Naples, in lat. 40 deg. 34 min. N. and long. 13 deg. 30 min. E. the city or town of its name being on the N. side towards the sea.

D'ISCLE Island, the same with **ISCHIA** Island in the Mediterranean. See **ISCHIA**.

ISIGNI, on the N. coast of France, is about 5 leagues to the W. of Bayeux, having a small harbour, and is situated in lat. 49 deg. 20 min. N. and long. 1 deg. 4 min. W.

ISLAMABAD, in the bay of Bengal in India, is in lat. 22 deg. 20 min. N. and long. 91 deg. 45 min. E.

ISLAND Bay, on the N. shore of the western part of Crooked Reach in the straits of Maghellan, situated between Point Despair on the E. and a point of land which is E. from Cape Quod on its W. It is a good place for anchoring in, and has about 10 fathoms water; but to stand in for it from the eastward, after making Point Despair, it is necessary to keep the N. shore on board as much as possible, so as to avoid some rocks which lie off the entrance into the bay. Great care should be taken in this part of the strait, from St. Jerom's Point to Point Despair, as there is a strong current and a rocky coast; which however are no very favourable circumstances for considering it as an eligible situation.

ISLAND Head, on the N. E. coast of New Holland or New South Wales, is the S. E. head of Cape Townshend, an island being off it on the N. A chain of islands extends without from Cape Palmerston to this point, known by the name of Northumberland Islands.

ISLAND Holm. See **ALDERHOLM**.

Bay of ISLANDS, on the coast of New Zealand. See **BAY of Islands**.

ISLAY or **ILA**, is one of the Hebrides or western islands of Scotland, lying on the S. W. side of Jura, from which it is separated by a narrow channel. It is about

about 24 miles in length and 18 in breadth; being full of mountains on the E. side, but to the southward it is tolerably well cultivated. Its air is not so pure as that of Jura, the island being more low and marshy. Rivers and fresh water lakes, abounding with fish, are, as in all the other islands of the Hebrides, sufficiently numerous. There is only one harbour in the island, called Lochindale. Here is a place called Bownmore, which is almost a new town, and has a convenient harbour. This island is remarkable for the cave of Sanegmore on the N. W. side of the island, which is a grotto, divided into a number of far and winding passages, that sometimes open into fine expanses, and again close for a long space into galleries, and form a curious subterranean labyrinth. In many other caverns of the island are great numbers of wild pigeons, that haunt and breed there.

Bay of ISLES, on the S. side of Maghellan Straits. See **BAY of Islands**.

ISLE of Beeves, is an island of North America in the gulf of Mexico, and in that part of it which is known by the name of Campeachy Gulf or Bay, being 17 miles in length and about eight in breadth.

ISLE de Dieu, is an island off the W. coast of France, in the bay of Biscay, in lat. 46 deg. 59 min. N. and long. 2 deg. 27 min. W.

ISOLA is a town of Calabria in the kingdom of Naples in the Mediterranean, which has a harbour, about 6 leagues to the S. of St. Severino. It is in lat. 39 deg. 2 min. N. and long. 17 deg. 29 min. E.

ISSEL River, or **YSSEL**, is a river of the Low Countries, which rises in Westphalia in Germany, and takes a considerable course, after which it discharges itself into the Zuyder Zee near Campen.

ISSEQUIBO River, on the coast of Guiana in South America, is about S. S. E. from the mouth of the great river of Oroonoko, and is no less than 3 leagues wide at the entrance. There are 3 islands in its mouth, called the Lagucon Islands, besides which there is a succession of islands for 12 or 14 leagues up the river, which is laid down as coming in nearly from the S. There is a small fort on an island about 10 leagues up, where the governor usually resides; and on this as well as all the other islands, and on each side of the river, are plantations of sugar, coffee,

and cotton. Demerary is but a little to the E. of it, being separated almost by a point. It is in lat. 7 deg. 20 min. N. and long. 58 deg. 25 min. W.

ISSUS, sometimes called **AJAZZO**, is a town of Cilicia in Asia Minor, having a harbour on the Levant, a little N. of Scanderoon. It is in lat. 36 deg. 56 min. N. and long. 35 deg. 29 min. E.

ISTAPA, is a small town close to the sea, before the land of Tacomatán, on the W. coast of New Mexico. It is 12 leagues to the S. E. from Sacatulca, all the way between being a flat and level shore, without any harbour, and in some places full of trees, and at the end of it a spot of thick and green mangroves, at the mouth of the great river of Sacatulca. But a ship must keep within 2 or 3 leagues of the land, to discover these marks.

ISTED or **YSTED**, on the coast of Sweden, is about 8 leagues to the E. from Trelborg, and 11 leagues nearly E. from Falsterborn Point, at the opening of the Baltic. There is a shoal lies off the coast for the greatest part of the first 3 leagues from Trelborg towards Isted, which makes it necessary for ships to keep out in from 8 to 9 fathoms at least, but they may afterwards come into 4 fathoms and have a bold shore. To go in there, make a signal for a pilot, as it is a good river, and a place of trade. Goesbeer Point is about 3 leagues at S. E. by E. from it, and the island of Bornholm 9 leagues in the same direction.

ISTRIA, is a peninsula so called in the N. part of the Adriatic Sea, and subject to Venice, being washed on all sides by the sea, except on the N. where it is joined to Carniola.

Cape ISTRIA, the capital or principal place of the peninsula of Istria, on the gulf of Trieste, having a bishop's see.

ITA Bay on the coast of Chili on the W. coast of South America, and on the S. Pacific Ocean. Whether it be the same as Itata or Ytata, in 36 deg. of S. lat. we cannot speak with certainty, but consider it as extremely probable. See **ITATA**.

ITALIAN Islands, is a general name for the islands that are situated in the Mediterranean near the coast of Italy; such are, Corfica, Sardinia, Sicily, and the lesser islands of Procita, Iichia, Ventotiene, Palmarose, Ponza, Zanzuone, &c. &c.

ITALIAS, or *De las ITALIAS*, a part of

of the coast so called, on the W. side of New Mexico, on the Pacific Ocean, which commences at the hill of Bernal, and terminates at the high land of Fone-la. It is 3 leagues from the hill of Italias to the burning mountain of Sansonate, which mountain bears nearly N. and S. with Point Remedios. An upright hill, lying 3 or 4 leagues up the inland, and flat at the top, is called the hill or island of Italias, and is about 7 leagues from the burning mountain of San Salvador towards the N. W.

ITALY, which is one of the finest countries of Europe, forms a large peninsula, in the shape or form of a boot, being surrounded by the sea, except to the N. where it is bounded by France, Switzerland, the country of the Grisons, and Germany. It extends from the lat. of 38 deg. to 47 deg. N. and from long. 7 deg. to 19 min. E. in the direction of S. E. and N. W. being about 600 miles in length, and of very unequal breadth from 400 miles to 25 or 30 only. Its principal rivers are the Po, Tiber, Arno, Adige, and Var, and it has several fine lakes.

ITATA, perhaps the same with ITA, which see.

ITATA Island, on the W. coast of Mexico, is 3 leagues from the headland of Banda, and within a quarter of a league of the land. It is a small and white island, and is cleft in the middle; there is good anchorage between the island and main, and secure shelter from all winds. It is 7 leagues from hence to Point Artela, the town of Guama, which is a league within land, being between them, and the greater part of the space consists of sandy strands. The lat. of the island is about 15 deg. 20 min. N. and the coast trending to the N. W.

ITCHEN or ITCHIN, is a river of Hants, the mouth of which falls into Southampton water to the E. of that town, after passing through the city of Winchester.

IVALA, on the W. coast of Africa, is to the eastward of Point Dalli, and has a small harbour close by the land, where large ships may ride with a head-fast on shore, and be very secure, in from 5 to 6 fathoms. The ground on this coast for several leagues is all so even, that close to the shore, and within three leagues of it, there is the same uniformity of depth of 5 to 6 fathoms. This

is occasioned by the shoal of Ivala, which lies off from the shore for a great length of the coast, and being even ground to the outer edge, goes off at once into 5 or 6 fathoms, which is the depth close to the shoal. After this, the ground which is so even below, causes the water to be very calm and smooth above, so that a little wind does not disturb and agitate it here as in other places; neither does the sea break here, as in most other parts, unless it blows a storm so violent as to be deemed a travado or hurricane.

Ships which come from the westward should observe, that, in approaching the shoal, there will be at one cast 12 fathoms and but 7 at the next, and that it reaches about half a league from the land. As soon as they find themselves in this situation, they must edge off a little from it to S. S. W. when there will presently be deeper water; and when they are past it, they may go along shore again in 5 fathoms to the road. Observe that this bank is as hard as stone, and that when a ship is nearer the land than 5 fathoms it is a soft ooze above, and sandy under the ooze, which will shew that she has passed it; and more easterly, in passing by Ivala, it is red gravel, and very hard. To the S. E. will then be seen a parcel of palm trees under the shore, which have the appearance of standing in the water, as the land is very low; and some negroes houses will be seen within the land, when a ship may run towards the shore in 4 fathoms. The shoal will here be discovered to run like a tail from the land, on which the sea ripples, and the ship will be found to drive, and the sea weed to float upwards; which will shew the passage of the fairway in. But all ships coming here must take care of the tail of the bank, and not steer farther northward till two high palm trees, called Los Duos Hermanos, are seen to the southward; and when they bear at S. W. a ship will be in the harbour, and may anchor in 5 fathoms. The road of Ivala is to the northward within the point; from whence ships may run along the coast in 9 fathoms, but more easterly it dries up to one fathom. Ivala is situated to the eastward from the island of Goree, and N. from the River Gambia, in lat. about 14 deg. 20 min. N.

JUAN de Dios, on the coast of Peru, on the W. side of South America, situated towards the S. Pacific Ocean, is 5 leagues

leagues towards the N. from Arica, and beyond it at the distance of 5 leagues also is Guaiaca. See ARICA and GUIACA.

JUAN DIAS River, on the W. coast of Africa, is about 2 leagues and a half from Idlesonza River, which runs along by the sea side, just within a narrow slip of land not half a mile broad; beyond which is the River St. Barbara, or Mea, at the distance of two leagues and a half.

JUAN FERNANDEZ Bay, is the principal harbour of the island so called in the South Pacific Ocean, which lies about 100 leagues distance to the W. from St. Jago, on the coast of Chili in S. America. This harbour affords good anchorage for shipping, and security from winds; and is a place to which ships that navigate those seas repair, for the purpose of refitting, as it is extremely convenient, as well as for procuring provisions. The island lies in lat. about 33 deg. S. and long. 83 deg. W. See FERNANDEZ.

St. JUAN Island or St. JOHN, is on the coast of that part of Terra Firma, on the Spanish Main, called Comana, in a kind of bay, where the coast trends to the S. between the islands called the Testigos and the ragged shore called Tres Puntas on the W. of the cape. The island of Margaritta is to windward of the point.

St. JUAN Island, on the N. coast of Brazil in South America, is in lat. 1 deg. 20 min. S. and long. 46 deg. 20 min. W. and very near to the coast, which here trends nearly at E. S. E.

St. JUAN de Nova, an island of the Indian Ocean so called, in lat. 17 deg. 5 min. S. and long. 41 deg. 15 min. E.

JUAN de Nova, an island of the Indian Ocean, in lat. 9 deg. 58 min. S. and long. 50 deg. 55 min. E.

St. JUAN de Porto Rico, or Puerto Rico, according to the Spanish orthography, is the capital or principal town of the island of that name, having a good harbour, which is defended by several forts. It is situated on the N. coast of the island, about 67 leagues from St. Domingo, and in lat. 18 deg. 29 min. N. and long. 69 deg. 1 min. W.

St. JUAN River, on the coast of the Spanish Main, in the S. W. part of the Caribbean Sea, on that part of it which is known by the distinct name of the pro-

vince of Nicaragua. It is about S. by W. in the direction of the coast from Cape Gracias a Dios, and about S. W. by W. from St. Catherine or Providence Island.

St. JUAN de Stau River, on the coast of Brazil in South America, is one of the bays between Point Negro and Point de Luena, in the direction of S. E. which are 20 Dutch leagues asunder. The whole coast abounds with good harbours, bays, rivers, and openings, so that ships can never want anchorage, as the ground is also generally a good holding sand, or a sandy clay. Thwart the harbour's mouth of this river there is a sand; but there is also a good channel on the W. side of it, and a very good harbour within, where there is from 6 to 7 fathoms.

St. JUAN or St. JOHN River, in the River Plata. See St. JOHN River, in Plata.

St. JUAN River, on the coast of Peru, is one of those which discharges its waters into Bonaventura Bay, to the southward of it, and nearly opposite to the island of Gorgona.

St. JUAN de Ulloa, is an island and port of the gulf of Mexico, about half a mile only to the E. or N. E. from Vera Cruz, near the S. W. angle of Campeachy Gulf or Bay, being the most southerly branch of the Mexico Gulf. Its lat. is 19 deg. 12 min. N. and long. 97 deg. 25 min. W.

JUANILLO Strait, is situated in the Eastern Indian Ocean, between the islands of Samar and Leyte, which are a part of those known by the name of Philippine Islands.

JUCATAN, sometimes called Yucatan, is a peninsula of Mexico in North America, having Honduras Bay on the E. and Campeachy Gulf on the W. and lying on the S. coast of the great gulf of Mexico, between 17 and 22 deg. of N. lat. and from 91 to 95 deg. of W. long. The isthmus which joins it to the continent is not 40 leagues broad; and the country in general is level, except towards the isthmus, and being a very unhealthy climate, is consequently but very thinly inhabited. It is a very warm country in the summer, from April to September; and in their winter season it very seldom rains, though the weather, except in January and February, is tolerably cool. In those months it is almost as hot as in the middle of summer.

We have accounts which state it to be a very healthy country, though we doubt if they be well authenticated; but in this they give the preference to a large and mountainous tract on the coast of Bacalar, on the bay of Honduras, from Salamanca to the point or cape of Catoche, at the N. E. extremity. But they have little water on the S. side of this ridge, which is therefore but thinly inhabited, and worse cultivated; whereas the N. part is very populous, being rendered pleasant by gentle breezes, though the sun is very hot.

Where the soil is properly cultivated, it produces great quantities of corn, cotton, and indigo. The inhabitants are mostly Indians, which are subject to the Spaniards, who employ them in making salt in the bay of Campeachy, where they are forced to endure all the extremities of the weather, without so much as a hut to shelter them. The peninsula has very few rivers, but abounds with wells; and wheresoever they dig up the land, abundance of shells are found, which from the flatness and lowness of the country, and the shallowness of the sea about it, has induced many to suppose that the greatest part of it was once under water. Campeachy is the capital, on its W. side; and in the bays on each side the English cut their logwood. The currents along the E. coast of Yucatan set towards the N. after washing all the coast of the Spanish Main, in passing through the Caribbean Sea from the Atlantic Ocean; and run round along shore into the gulf of Campeachy, and from thence to the northward, and along the N. coast of the Mexico Gulf to the eastward to the Cape of Florida.

JUDA Road, in the gulf of Benin, on the coast of Africa, is in lat. 6 deg. 10 min. N. and long. 5 deg. 53 min. E.

JUDAS Cape, on the S. coast of Newfoundland, is 11 leagues and a half to the N. N. W. from Cape St. Mary's, or E. point of Placentia Bay.

JUDDA. See GEODDA. It is in lat. 21 deg. 29 min. N. and long. 39 deg. 22 min. E.

JUDDER, on the coast of Norway, is in lat. 58 deg. 25 min. N. and long. 6 deg. E.

JUDGES Islands, are certain islands and rocks, which run off for 3 leagues from Cape Desada, at the W. opening of the straits of Maghellan, from the S.

Pacific Ocean; on which account it is necessary to give the land a good birth.

JUDIA or JUTHIA Island, within the river of Siam, at the very bottom or N. part of the gulf of Siam, on the eastward of the peninsula of Malacca, is in lat. 14 deg. 18 min. N. and long. 100 deg. 50 min. E.

JUDITH Point and Rocks, are situated on the E. point of Sacoluckey River, in the district of Rhode Island, on the main, at the point of a peninsula, from whence the coast runs up almost due N. towards the W. passage between Rhode Island and the main. Acaguncet river comes down to the ocean along this coast, where the coast forms a small bay. This point and rocks are nearly due W. from the S. end of the island, called Martha's Vineyard; and about N. N. W. from the small island, called Block Island. The lat. of this point is 41 deg. 17 min. N. and long. 71 deg. 33 min. W.

JUGEN Island, is a small island at the N. end of the country of Lapland, about 5 leagues to the E. from Surroy, between which are many other small islands or large rocks, as Ship Holm, Reef Holm, and others. Ships may sail in between Surroy and Jugen on either side of the small islands, and go in at S. E. or S. E. by E. to the harbour of Hammerfast; also the island of Holmsley lies between Jugen and the island of Maggeroe, on either side of which there is a fair passage.

St. IVE's Bay, in which is situated the town of that name, on the N. coast of Cornwall, of which the true name is St. ITHA's, has a harbour, which is almost rendered useless from the great quantity of sand that has been raised up here by the wind, the whole coast to the Land's End being a long tract of sandbanks, which has occasioned the inhabitants more than once to remove. But it has still 20 or 30 ships belonging to it, and carries on some considerable traffic in pilchards and Cornish slates. The river Hel discharges its waters into this bay. It is not above 4 or 5 miles over land from hence to Mount's Bay. It is about 5 leagues at N. E. by E. and E. N. E. from Cape Cornwall, and the town is situated on the W. point of the bay, which is about a league from the E. part or point of the entrance, or the small Island of Godrevy. See GODREVY. On account of a ledge of rocks, which runs

runs off 2 miles at N. W. from that island, keep along shore, in coming from Cape Cornwall hither, and sail in due E. and W. In going up this channel, keep a good offing to avoid these rocks, as they are very dangerous; and it is rocky and foul in many places between the island at the E. point of the bay and these rocks. Within the bay there is on both sides good sandy ground, where ships may anchor at pleasure, and come as near the shore as they please. At the N. point of the town, which is at the W. entrance of the bay, is the head, with a pier, where small ships and barges lie aground, secured from all winds; but great ships may anchor without in 6 or 7 fathoms. There is an opening at the bottom of the bay, between two sandy points; on the W. point is Levart church. Between these at high water ships may run, that do not draw more than 10 or 12 feet; but it is deepest near the westernmost point. When a vessel is in, a deep bay or creek will be seen, into which it may go due E. and a ship may be secured upon a smooth fiat sand from a northerly wind, that makes a ground sea in this bay. From hence to Paditow is 12 leagues to the N. E. and to Hartland Point more northerly 23 leagues. Its lat. is 50 deg. 8 min. N. and long. 5 deg. 27 min. W. and has high water on the days of spring tides about 5 o'clock.

IVICA or YVICA Bay, in the Mediterranean, is on the S. side of the island of the same name, on which bay the principal town of the island is situated, in lat. 39 deg. N. and long. 1 deg. 35 min. E. It is a good harbour for shipping.

IVICA or YVICA Island, anciently called EBUSUS, is 56 miles or about 19 leagues to the S. W. from Majorca Island, and is about 6 miles long and 5 broad. It is mountainous, and produces much salt, of which large quantities are exported. It is 12 leagues at E. northerly from Cape St. Martin on the coast of Spain, and has a great craggy rock called Belcran off the westernmost point of the island, and another called Comiger off the N. W. point. There is, nevertheless, a very good road about the W. point, and clear of the rock. The coast between them stretches out at N. by E. and S. by W. for 5 leagues, and about the island from Comiger to the N. E. point at E. N. E. and W. S. W. the distance near 10 leagues, with good an-

chorage in several places between. There is a large sandy bay at the N. E. point, and very good ground; but on the E. side there is a funken rock, which is discovered by means of the breach of the sea over it. Between the rock and the island of Togomago, which is but a gun-shot from the point, there is 16 fathoms and good ground; the road already mentioned is between them. From this E. point to the S. point the land goes away at S. W. and S. W. by S. from 9 to 10 leagues distance; but the shore is foul, except the bay of St. Hilaria, in which is very good riding on the coast, and on the strand is a castle and two fire-towers. On the E. side of this bay are two small islands or rather rocks; and near them is also a great funken rock, that must be avoided with great care, on which the sea breaks in stormy weather with great violence. The rock itself appears in the hollow of the waves in rough weather. In a little creek to the westward is a great depth of water, though no river comes in there. The city of Ivica is 3 leagues to the S. of this bay, where is a good haven, but it has a foul and difficult entrance; and strangers must have a pilot to go in, or ride without the bar. On the S. point of Ivica is a high tower, and another on the island of Formentera, at 2 leagues and a half to the S. S. E. from this point of Ivica. The town of Ivica is in lat. 38 deg. 52 min. N. and long. 1 deg. 25 min. E.

JUITISH Reef, a spreading sand or bank so called on the coast of Germany, which runs out W. into the sea, between Bovenberghen and the Holmes. It lies deep like the Broad Fourteens, having from 12 to 13 fathoms, and bears from the Naze of Norway at S. E. by S. at the distance of 24 leagues. It has a gruff sand on the N. side, and small pebble-stones on the S. There is a depth of 16 fathoms at the distance of 8 leagues to W. N. W. and of 20 fathoms at 10 leagues distance, with the same ground as before. At 10 leagues to the S. S. W. there is 25 fathoms, with a black and red sand. It is described, that the situation of the coast may be known, as there is no danger, and as an inducement to ships coming in from a voyage to ascertain their place, and enable them to make their desired port.

St. JULIAN, is the boundary or limit to the southern branch of Hore Bay, on the

the E. coast of Newfoundland. See **HORE.**

Port St. JULIAN, is a harbour on the E. coast of Patagonia in South America, situated on the S. Atlantic Ocean. It is about 50 leagues at S. by W. from Port Desire, and has a free and open entrance. Ships that are bound to the S. Pacific Ocean usually touch here, unless they are prevented by contrary winds, or some other impediments. Our best authorities place it in lat. 49 deg. 10 min. S. and long. 68 deg. 44 min. W. which we notice particularly as the accounts of its lat. and long. differ from each other by several degrees of long. and near a degree of lat. The time of high water here on full and change days is about a quarter before five o'clock. When Lord Anson was here, the writer of that voyage represents it as affording neither wood nor water, and as having no inhabitants; others have acknowledged its producing some salt, though not good, but attributing the probable cause to consist in a wet season, as Sir John Narborough says there was enough to load 1000 ships in 1670, very white and good.

The coast of Patagonia from Seal's Bay, which is about 8 or 9 leagues to the southward of Port Desire, has been thus described. Port St. Julian lies from this bay at S. S. W. or S. by W. and the depth of water is regularly about 20 fathoms, at 3 leagues from shore, and a black sand. There is a small island to the S. S. W. about a league from shore, which is flat and low, and lies in lat. 48 deg. 40 min. S. but the main opposite to it is mountainous, and the hills very large and spreading as well as high, with pointed coping tops, the land low and spreading into a great plain. All along the shore is a beach, except just against the island, where it is rocky and foul. In an offing of 2 leagues from this low island is a depth of 23 fathoms, all black sand; but ships may sail within 5 miles of the main in 18 or 20 fathoms, when they will pass close under the shore of the island. There is the same depth and ground from hence all the way to Port St. Julian, the shore forming a kind of bay, with a long beach, which, with here and there a rock on it, holds for 4 leagues together, being a league to the southward of this flat island, the shore lying to S. S. W. At the southernmost end of the long beach the land within

rises in high round hills; and at the sea side there is a large white cliff, which is moderately high, that stretches almost to the port. Over this white cliff the land rounds up to the top of the hills, and a long black streak will be seen in the white under this land upon the cliff, like a vein of flints in a chalk rock. All these will be good marks for knowing the coast. The hills may have some small black bushes upon their sides, but none on the top; neither is there any wood or trees to be seen. In this bay is the port St. Julian, which goes in W. in the middle of the bay. It cannot be discovered in the offing, because one point shuts in the other, and runs out E. S. E. as the harbour goes in at W. S. W. so that ships must send in a boat to discover the harbour and to sound the bar, which should be done at low water, and not omitted under the idea of knowing the entrance, as the bar may shift and alter from the time of former soundings.

The land behind the harbour lies in high rising hills, standing thick together like blunt sugar-loaves, being the highest land to be seen on all the coast. In the bay there is 12 fathoms, and a black oozy sand opposite to the harbour, at the distance of 2 leagues to the E. N. E. The harbour is about 10 or 11 leagues distant from the flat island at S. S. W. and the tides ebb and flow 3 fathoms up and down. It is safe and secure from all winds, and by the points reaching out before one another is sheltered from all effects of stormy weather at sea, however rough it may be in the offing; there is from 7 to 10 fathoms water within it, and, though fuel and fresh water are not easily procured, both may be had with some difficulty. Sir John Narborough wintered in it, and moored and unrigged his ship, without feeling any thing to hurt him, though a very stormy winter at sea. The variation of the compass was then 16 deg. 10 min. E. See **Port DESIRE**, and **GALEGOS**.

St. JULIAN River, on the S. side of the island of Cuba in the West Indies, is due N. from Cape Cruz 33 leagues, within the shoals and banks called the Jardin de la Reyna, or Queen's Garden.

St. JULIAN. See **St. GILIAN**.

JUMENT Rock, on the W. coast of France, is about half a league to the S. of the Glenan Islands, in sailing along to the seaward of those tails. A tail of rocks

rocks under water extends from it about half a mile to W. N. W. at the S. W. end of which is 25 and 30 fathoms.

JUNCAL or **TUNCAL**, on the coast of Chili, on the W. coast of South America, and on the S. Pacific Ocean, is 6 leagues to the N. from Port General. This harbour is only good with the wind at S. W. but there is no fresh water to be got, even for money, which is also the case at Port Bettas, about 6 leagues farther to the N. and is known by a spot of white sand, with one of black earth in the middle of it, in lat. 25 deg. S.

JUNKSEYLONA Island, is 80 leagues at N. E. by E. from Achen, and sometimes called **JUNSELON**, and not far from the coast of the peninsula of Malacca. See **ACHEN**.

JUNKSEYLONA, or **JUNSLAM**, is a port which belongs to the kingdom of Siam, and affords a shelter for all ships that are bound from the eastward to the coast of Coromandel, when they are surprised by a storm. It is situated to the N. of a large island of the same name, in lat. 8 deg. 56 min. N. and long. 98 deg. 30 min. E.

JUNSELON Island. See **JUNKSEYLONA**.

IVOY Cape, is the eastern point or limit of Arrani Bay, on the N. coast of Africa, which lies eastward round Cape Ferrat or Ferrol. See **FERROL** and **TENES**.

JURA Island, is one of the Hebrides or western islands of Scotland, is opposite to Knapdale, in Argyshire, and the most rugged island of all the Hebrides. Its length is about 34 miles, and its breadth 10; but other accounts say that it is only 10 miles long and 7 miles broad, though we think it must as to the length be a mistake for leagues; and it principally consists of vast mountains, which are entirely naked, and afford no possible means of cultivation. Some parts of the S. and W. sides only are improveable; and these, in good seasons, produce as much as is sufficient for the whole island. The mountains called the Paps, are the most remarkable of all the mountains of Jura, which are three in number, and the highest of these was ascended by Mr. Penant in his visit to that island. It consists at the bottom, and for some way up, of vast stones covered with moss; but these

became bare, and unconnected with each other, as he ascended. He tells us, that the whole appeared as if it had been a vast cairn, erected by the sons of Saturn. The ascent was extremely troublesome; but the beauty of the prospect on the top made him ample amends; and the islands of Jura and Ilay appeared as if they were an extended map beneath his feet. Beyond these, he saw the N. of Ireland, with two other islands to the E. Kintyre, Arran, and the Frith of Clyde, bounded by Ayrshire. To the N. E. a vast tract of country was visible as far as Ben Lomond and the island of Skarba, a small island to the northward of Jura. To the westward were seen Collonay, Oronay, Tirey, and Coll. The stones of this mountain are white, with many crystalline kernels, of the colour of amethysts; the other stones of the island are of an ash-coloured slate, with many veins of red intermixed. The height of the second Pap, which is far inferior to the height of the other, has been found by Sir Joseph Banks to be no less than 2359 feet.

St. JUST's Pool, within the harbour of Falmouth, on the S. coast of Cornwall, is the best situation in all the harbour, but not so good a place to sail from as Carrack road. To go into it, keep near the W. shore from Carrack road, and then stand over between St. Maw's Sand and the Middle, at N. E. by N. and N. E. nearly. The village of St. Just is on the starboard shore, off the S. point of the creek which runs up to N. N. E. called St. Just's Creek. Run up by the lead, and do not borrow on either side nearer than 6 fathoms a little more or less, according to the draught of the ship. The place of anchorage is nearly W. of the tower and windmill of St. Just, and about S. W. from Mesack Point, or N. entrance into the creek. The channel higher up is narrow, about the direction of N. W. and has sand banks on both shores.

Bight of St. JUSTE, on the coast of the eastern sea, to the northward from the S. E. end of Singapore Straits, is 32 leagues at N. and N. by W. from Carnom or Tarnom Point. Ships may run without or within the Islands of Carnom or Tarnom.

St. JUTEN Point, in the Island of Belleisle, near the W. coast of France. To sail in at or come to anchor under the

the N. W. end of Belleisle, particular care must be taken to give the point of the island a good birth, because of several sunken rocks that lie from it for more than a mile; and when a ship is within the island, it may run into Sauzon road, or sail within two cables length of the land till it comes before Palais, and there anchor off St. Juten Point in any depth from 12 to 6 fathoms. This is a secure station for a S. wind, as well as for a S. W. and N. W. wind; but if the wind comes more northerly, ships must then run before the E. end into Port de Lomaria, or else into Port de Andro, and anchor in 6, 7, 10, or 11 fathoms.

JUTHIA. See JUDIA.

JUTLAND, which was the CIMBRIA, or CHERSONESUS CIMBRICA of the ancients, is a peninsula of Denmark,

bounded by the Cattegatte Sea, which divides it from Norway, on the N.— by the same sea, which separates it from the Danish Islands and the kingdom of Sweden on the E.— by Holstein on the S.— and by the German Ocean on the W. It is subdivided into N. and S. Jutland, but the latter is now more usually known by the name of Sleswick; and the whole is about 180 miles in length from N. to S. and 55 in breadth from E. to W. The coast of Jutland abounds with shallows, and it is necessary in sailing near it to keep the lead going. A ship some years ago, when upon this coast, found itself unexpectedly in 3 fathoms and a half, but a skilful pilot and able sailors, with the most expeditious tack and a favourable wind, brought the vessel in a short time into 15 fathoms.



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